

Village of Lindenhurst

Downtown Business District Analysis



Suffolk County Planning Commission
April 2000

**VILLAGE OF LINDENHURST
DOWNTOWN BUSINESS DISTRICT ANALYSIS**

prepared by
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VILLAGE OF LINDENHURST DOWNTOWN BUSINESS DISTRICT ANALYSIS

Table of Contents

EXECUTIVE SUMMARY	vii
INTRODUCTION	1
History	1
Study Goals	2
Study Area	3
DEMOGRAPHICS	5
Population	5
Households	6
Housing	7
Income and Employment	8
LOCAL RETAIL CENTERS	11
Local Shopping Centers	11
Local Downtown Business Districts	13
LAND USE	15
Zoning	15
Existing Land Use	15
Non-Conforming Land Uses	20
Analysis of Property Ownership	21
ANALYSIS OF THE BUSINESS DISTRICT	23
Types of Storefront Uses	23
Vacancy Rates	25
Second Floor Apartment or Office Uses	27
PARKING	29
Village Owned Parking	29
Privately Owned Parking	30
Publically Owned Commuter Parking	30
Estimated Need for Parking Spaces	32
Municipal Parking Utilization	33

VILLAGE OF LINDENHURST DOWNTOWN BUSINESS DISTRICT ANALYSIS

Table of Contents

RECOMMENDATIONS	35
Overview	35
Land Use and Zoning	35
Redevelopment	38
Storefront Uses and Impact of E-Trade	40
Parking	42
Aesthetics	45
Neguntatogue Creek	50
Pedestrians	51
Business Improvement District	53
BIBLIOGRAPHY	55
APPENDIX I	57
Exact storefront counts, February 2000, downtown Lindenhurst	57
APPENDIX II	59
Village-Owned Parking Lots in downtown Lindenhurst	59
Metered Parking in downtown Lindenhurst (<i>South of the LIRR</i>)	60
Metered Parking in downtown Lindenhurst (<i>North of the LIRR</i>)	61
Parking Under the Elevated LIRR Tracks	62
Village Owned Commuter Parking lots in downtown Lindenhurst	63
Municipal Parking Utilization	64

VILLAGE OF LINDENHURST DOWNTOWN BUSINESS DISTRICT ANALYSIS

List of Maps

Map 1	Study Area	4a
Map 2	Land Use-1999	18a
Map 3	Location of Vacant Storefronts-1999	26a

List of Charts

Chart 1	Population, Village of Lindenhurst, 1930-1999	6
Chart 2	Households, Village of Lindenhurst, 1960-1999	6
Chart 3	Place of Work of Lindenhurst Residents, 1990	8
Chart 4	Means of Transportation to Work of Lindenhurst Residents, 1990	9

List of Tables

Table 1	Major Shopping Centers Near Downtown Lindenhurst	12
Table 2	Existing Land Use, Downtown Lindenhurst, 1999	17
Table 3	Largest Single Uses, Downtown Lindenhurst, 1999	18
Table 4	Land Ownership of Parcels in Downtown Lindenhurst Study Area, 1999 .	21
Table 5	Land Ownership of Parcels Along Wellwood and Hoffman Avenues in Downtown Lindenhurst, 1999	21
Table 6	Retail Versus Non-retail Uses, Downtown Lindenhurst	24
Table 7	Vacant Storefronts, Downtown Lindenhurst, 1978 Through 1999	25
Table 8	Vacancy Data by Segment, Downtown Lindenhurst, 1999	26
Table 9	Public Parking Capacity, Downtown Lindenhurst, 1999	31
Table 10	Utilization of Public Parking, Downtown Lindenhurst, November 1999 ..	33

Executive Summary

EXECUTIVE SUMMARY

In 1999, at the request of the Village of Lindenhurst, the Suffolk County Planning Department began a study of the Village of Lindenhurst's downtown business district and the surrounding area. The Department undertook a field survey of the downtown district, and analyzed the present development patterns and the status of the stores and commercial development along Wellwood and Hoffman Avenues. The principal **findings** were as follows:

- ! The most common land uses in the study area are transportation, high density residential, and commercial. Little vacant land exists around downtown Lindenhurst.
- ! Most of the property in the study area (82% of parcels) is owned by Lindenhurst residents, and among property fronting Wellwood and Hoffman Avenues, 51% of parcels are owned by Lindenhurst residents.
- ! Along Wellwood and Hoffman Avenues in downtown Lindenhurst, the percentage of occupied storefronts that were used for retail purposes was 45%, down from 57% in 1989.
- ! Along Wellwood and Hoffman Avenues in downtown Lindenhurst, the percentage of storefronts that were vacant was 8.6%, up from 5.7% in 1989.
- ! Vacancies were notably higher on Hoffman Avenue than on Wellwood Avenue.
- ! Near the downtown area, there were about 450 municipal parking spaces, 550 private (customer only) parking spaces, and 650 commuter (resident only) parking spaces. While 57% of municipal parking spaces were occupied, 87% of commuter parking spaces were occupied.

Village of Lindenhurst Downtown Business District Analysis

Based on research and these findings, twenty-six recommendations for the downtown area were then formulated. Highlights of those **recommendations** follow:

- ! Encourage the construction of mixed-use high density housing along Wellwood and Hoffman Avenues.
- ! Encourage the construction of offices or apartments above stores along Wellwood and Hoffman Avenues.
- ! Encourage redevelopment along Hoffman Avenue.
- ! Encourage redevelopment along the east side of North Wellwood Avenue.
- ! Encourage the introduction of additional non-retail uses to vacant buildings, and the introduction of proven successful retail and service uses.
- ! Improve municipal parking lots by repaving where needed and adding striping and attractive identifying signs and landscaping.
- ! Enlarge and improve the municipal parking lot off West Hoffman Avenue by acquiring easements or purchasing nearby parcels.
- ! Continue to install attractive street lamps and improve landscaping along Wellwood and Hoffman Avenues and in the municipal parking lots.
- ! Improve the appearance and function of the elevated railroad by adding retail and services near the station, and by improving sidewalks and introducing landscaping near the elevated railroad.
- ! Restore and beautify the Neguntatogue Creek area between the municipal commuter parking lots.
- ! Create a parking plan, a sign ordinance, and an architectural plan.
- ! Make downtown Lindenhurst more pedestrian-friendly by improving and continuously maintaining alleys, sidewalks, crosswalks, and benches.

Introduction

History

Lindenhurst was originally settled by German immigrants who were later joined by Italians, Greeks and Poles. After the Long Island Railroad arrived in 1867, Lindenhurst's commercial district began to develop along Wellwood Avenue at the site of the railroad station. This pattern was typical, as most business districts in Suffolk County originally grew around a transportation hub such as a harbor or a train station. The Village of Lindenhurst was incorporated in 1923. Until World War II, commercial activity and housing development clustered around the existing central business district (CBD).

After World War II, Lindenhurst grew tremendously. Lindenhurst became a bedroom community for New York City workers because of its proximity to the Long Island Railroad and to major roadways. The resultant housing boom was accommodated by the subdivision of the farmland that surrounded the existing downtown center. Major industrial and office space was

developed across Long Island, providing local employment.

Changes in retailing took place in the decades after World War II. Neighborhood shopping centers were built as subdivisions were developed further from the CBD. The neighborhood shopping center provided many of the same retail goods and services that were available in a CBD. Regional shopping centers were developed as the density of population within a reachable target area could support such a large concentration of retail space. Eventually, larger supermarkets and specialty discount stores and "big box" warehouse club stores emerged. All of these shopping centers were newer and contained bigger shopping opportunities which overwhelmed many of the neighborhood type CBDs. Lindenhurst is one of those CBDs. As a result of these changes during the past four decades, downtown business districts throughout Suffolk County, including Lindenhurst, have been changing as well.

Request for Downtown Area Study

The Village of Lindenhurst requested that the Suffolk County Planning Department study the downtown area of the Village. The planning study would cover the area surrounding the intersection of Wellwood Avenue with Hoffman Avenue. The village wanted an assessment of the status of the downtown district and the present development patterns, and suggestions for future businesses, marketing approaches, and development or redevelopment. This study was undertaken as a result of the Village's request.

Study Goals

The purpose of this study is to prepare a plan with recommendations for the Lindenhurst downtown business district that will identify actions targeted to the following goals:

- ! Maintain and protect the viability of existing businesses in the downtown district.

- ! Maintain and protect the viability of existing residences in and near the downtown district.
- ! Improve the overall condition and attractiveness of the area for the enjoyment and advantage of Village residents, business activities, and visitors.

Implementation of the recommended actions by the Village of Lindenhurst, its citizens, the private sector and other levels of government will:

- ! Revitalize the Lindenhurst downtown business district.
- ! Improve the economic base of the Village by creating jobs and expanding the tax base.
- ! Encourage the business district to become a cleaner, safer, more appealing and interesting place to live, walk, work, eat, shop, and do business.



North Village entrance along Wellwood Avenue.

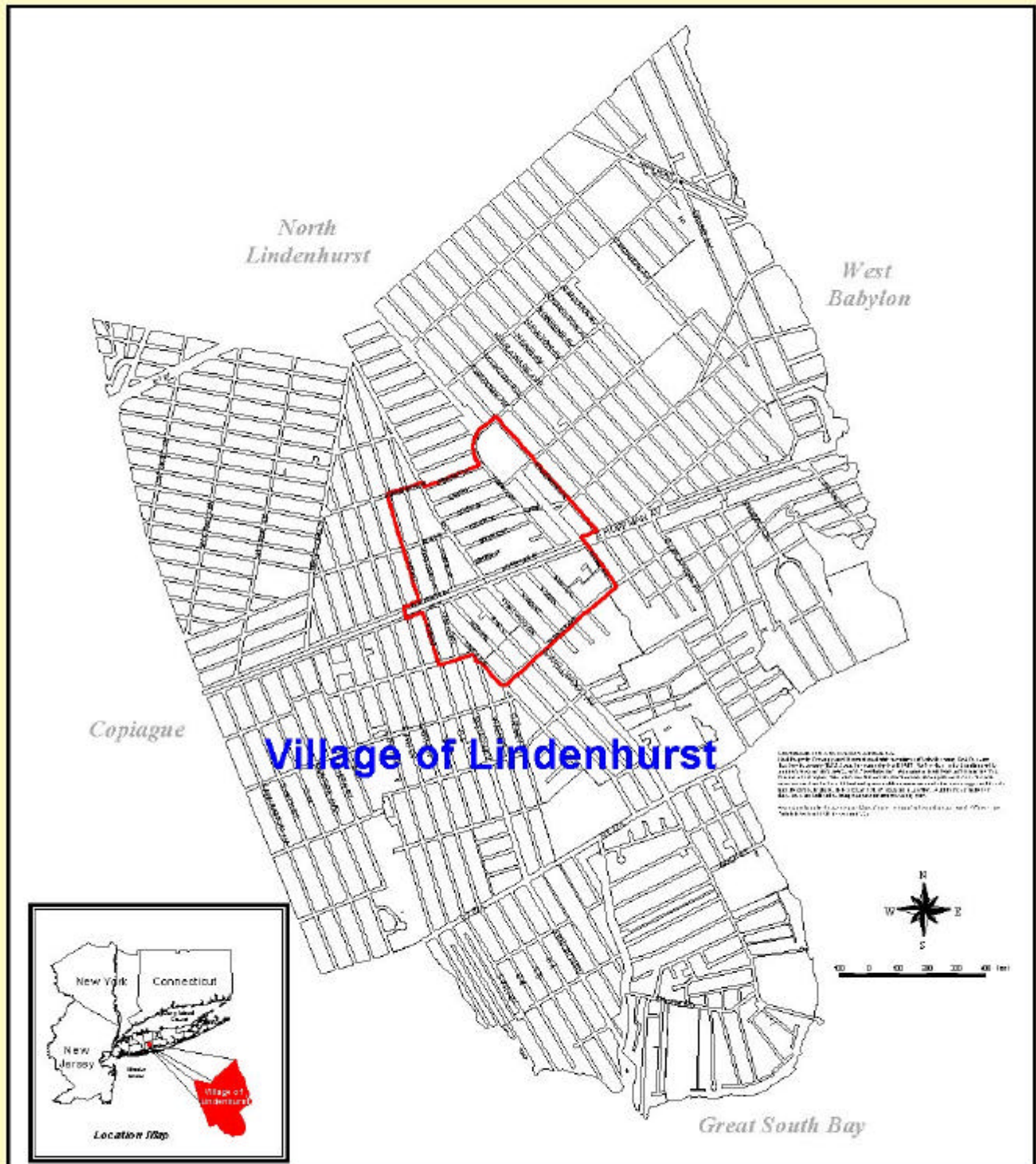
Study Area

The boundaries of the study were determined such that they include the entire central business district of the Village of Lindenhurst along Wellwood Ave. and Hoffman Ave. A multi-block area surrounding the business district, including nearby commercial, industrial, residential, and recreational areas, was also included. The boundaries of the study area were determined to be: Fourth Street on the west, Harrington

Ave. and Fremont St. on the north, N. Alleghany Ave. and S. Penn Ave. on the east, and Gates Ave. and Kent Ave. on the south. The study area is 0.26 square miles or 165 acres in size and contains 494 land parcels.

A map of the study area boundary, within the Village of Lindenhurst, can be found on the following page.

VILLAGE OF LINDENHURST DOWNTOWN BUSINESS DISTRICT ANALYSIS



Study Area
Village of Lindenhurst
Town of Babylon
Suffolk County, New York

Demographics

Population

Lindenhurst is a 3.8 square mile incorporated village in the south central area of the Town of Babylon, in southwestern Suffolk County on Long Island. The Village of Lindenhurst and the entire Town of Babylon are classified by the U.S. Census Bureau as urbanized areas. An urbanized area is defined as densely settled contiguous territory with at least 1,000 persons per square mile. Population density is well above 1,000 persons per square mile in both the Town of Babylon and in the Village of Lindenhurst.

In 1999, the Long Island Power Authority estimated the population in the Village of Lindenhurst to be 27,220 persons. Population density in Lindenhurst was 7,163 persons per square mile in 1999, nearly double the 3,969 persons per square mile in the Town of Babylon as a whole, and higher than the density in the Village of Amityville (4,492 persons per square mile) and the Village of Babylon (5,110 persons per square mile). Lindenhurst is not only the most densely populated community in the Town of Babylon,

but the Village is also the most densely populated community in all of Suffolk County.

Tremendous population growth took place in the Village of Lindenhurst in the 1950s. Significant growth also occurred in the 1940s and in the 1960s. Since 1970, however, Lindenhurst's population has been fairly stable. (See Chart 1.) Population growth in the village was 18% in the 1930s, 82% in the 1940s, 142% in the 1950s, and 36% in the 1960s.

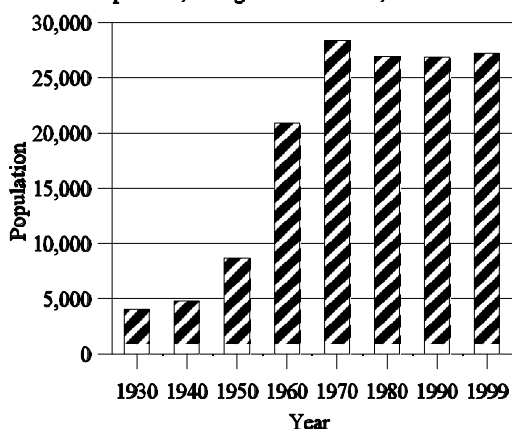
During the 1970s, the population in the Village began to mature, and household sizes declined, resulting in a loss in population of 5%. A negligible decline was measured in the 1980s, and in the 1990s, Lindenhurst's population has increased by 1%. The years of dramatic population change in Lindenhurst are over. Its total population is expected to remain stable. Little vacant land remains on which to build residential or other structures. Potential future housing redevelopment will not add substantially to the population of the entire

Village.

Lindenhurst's population is aging. The median age of the Lindenhurst population declined between 1950 and 1970, due to the influx of young families to the Village. However, the median age in Lindenhurst was 26.4 in 1970, rose to 30.0 in 1980, and increased to 32.9 by 1990.

Households

Chart 1. Population, Village of Lindenhurst, 1930-1999



Source: Decennial U.S. Census of Population 1930-1990; LIPA Long Island Population Survey 1999.

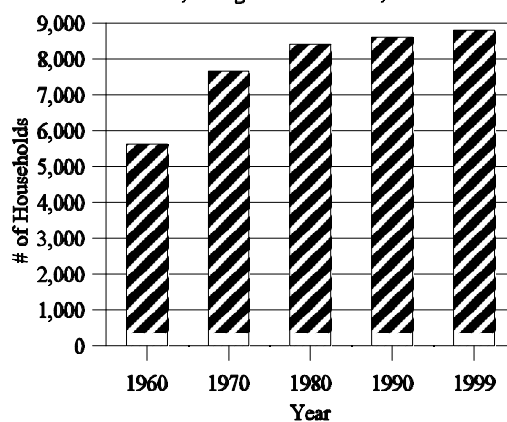
A housing unit is defined by the U.S. Census Bureau as a house, an apartment, a mobile home, a group of rooms, or a single room that is intended for occupancy as separate living quarters. A household is an occupied housing unit. A household may consist of a single family, or one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

Despite a slightly declining or steady total population, the Village of Lindenhurst has continued to experience slow growth in the number of housing units and households. In 1980, Lindenhurst had 8,409 households and by 1990 that number had increased to 8,600.

(See Chart 2.) By 1999, the number of households had increased to 8,800. The number of households is expected to continue to increase very slowly in coming years as houses are developed on scattered vacant lots, and as redevelopment of older existing residences or other structures may occur.

In recent decades, the number of persons

Chart 2. Households, Village of Lindenhurst, 1960-1999



Source: Decennial U.S. Census of Population 1960-1990; LIPA Long Island Population Survey 1999.

per household has been declining in Lindenhurst, as it has in most other areas of Long Island. This is the reason why population in the Village has declined or stabilized as the number of households has increased. In 1999, the Long Island Power Authority estimated that occupied housing units in Lindenhurst had an average of 3.08 persons. This figure was lower than it was in 1990, when the average household size was 3.11, and in 1980 when it was 3.19 persons per household. The average household size in Lindenhurst in 1970 was 3.68 persons. Lindenhurst's average household size is expected to remain fairly stable at its present figure.

A large persons per household figure generally indicates that an area is home to a

greater proportion of young families with children. Lindenhurst's household size has remained about 0.1 above the average for Suffolk County as a whole.

Housing

As of 1990, the latest year for which figures are available, Lindenhurst contained 8,847 housing units, of which 8,600 or 97% were occupied. The majority of the remainder of the housing units were for rent or for sale. Seventy-eight percent of all housing units in Lindenhurst are one-family detached units. There are also a large number of two family homes, 15% of the total. Just 2% of the housing units are part of three or four-family buildings. The remainder of housing units are in buildings with fewer than 50 housing units or in one-family attached housing units.

Lindenhurst's housing is mostly owner-occupied. In 1990, the latest year for which statistics are available, the percentage of occupied households that were owner-occupied was 80.5%. This figure is similar to the percentage for Suffolk County as a whole (80.1% owner-occupied), but slightly higher than Babylon Town's owner-occupied percentage of 78.7%. Housing values are



Many of the homes near downtown Lindenhurst were built before 1970.

moderate in the Village. In 1990, the median value of owner-occupied housing units in the Village was \$156,800, and by 1998 had risen to \$168,600¹. These values are similar to values in Suffolk County overall. Because much of Lindenhurst's housing stock is relatively small and affordable, the Village will continue to be a bastion for young families and senior citizens.

As of the 1990 census, the largest proportion of housing units in Lindenhurst were built during the decade of the 1950s (34%), followed by the 1960s (20%) and the 1940s (14%). Nineteen percent of the housing units in the Village were built before 1940. Relatively few housing units were built in Lindenhurst since 1970; just 7% were built in the 1970s and 5% were built between 1980 and 1990. Since 1990, only about 100 new housing units have been built in Lindenhurst.



Typical housing near the downtown Lindenhurst business district.

¹ *Newsday*, June 11, 1999.

Income and Employment

In the Long Island region, retail sales were stable or declining in real terms for much of the 1990s, but are now beginning to increase once again. According to *Sales and Marketing Management*, retail sales on Long Island totaled \$30.5 billion in 1998. Taxable retail sales data show that retail sales are expanding modestly in Suffolk County. The most recent figures show that taxable retail sales increased by 6% in 1997, and have increased by 20% over the previous four years. According to *Sales and Marketing Management*, Nassau-Suffolk had \$35,047 in retail sales per household in 1998, ranking first among the twenty largest market areas in the country.

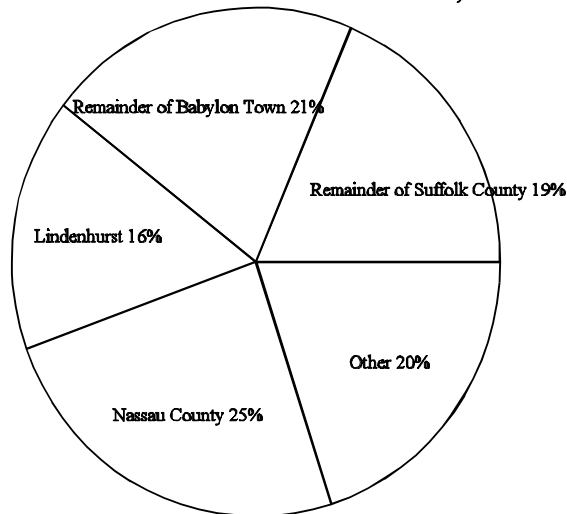
The median household income in the Village of Lindenhurst was estimated to be \$63,200 in 1999. This figure was 5% lower than Suffolk County's median of \$66,600 but comparable to the median in the Town of Babylon as a whole (\$63,800). As of the 1990 census, 933 or 3.5% of the people in Lindenhurst had incomes below the poverty level, a smaller percentage than in the Town of Babylon (5.1%) or Suffolk County as a whole (4.7%). In 1990, the census reported that Lindenhurst had 433 households having income from public assistance, 5.1% of the total, a figure comparable to Babylon town but slightly higher than the Suffolk County percentage.

The 1990 census reported that 13,532 of Lindenhurst's residents were employed. The percentage of Lindenhurst's employed residents working in blue-collar occupations was 29% in 1990, compared to 28% in the Town of Babylon and 24% in Suffolk County as a whole.

In 1990, 2,191 residents of Lindenhurst

worked within the Village, 16% of the total. Another 2,816 Lindenhurst residents worked elsewhere in the Town of Babylon, and 2,534 worked elsewhere in Suffolk County. (See Chart 3)

Chart 3. Place of Work of Lindenhurst Residents, 1990



Source: 1990 U.S. Census

Nassau County was the place of employment of 3,316 Lindenhurst residents, and 2,675 or 20% of employed Lindenhurst residents worked off Long Island, primarily in New York City.

The 1990 census also reported that 10,025 residents or 74% drove alone to work. Another 1,155 workers (9%) car pooled, 1,675 used public transportation (12%), 384 residents walked to work (3%), and the remainder used other means. Of those residents who used public transportation, 88% (1,470) used the railroad as their main source of transportation to work.

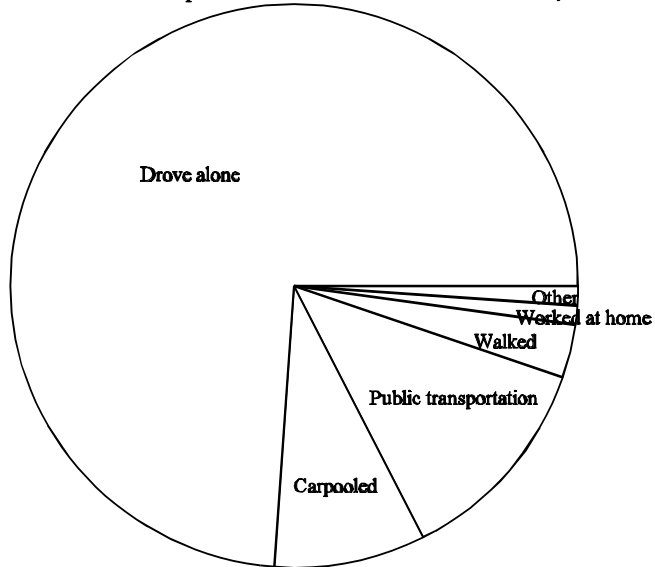
The 1990 census reported that 8,559 people worked in the Village of Lindenhurst. Of those, 6,554 or 77% drove alone to work in Lindenhurst. Another 903 workers (11%)

car pooled, 588 used public transportation (7%), 413 workers walked to work (5%), and the remainder used other means.

Employment in the entire Lindenhurst postal district, which includes North Lindenhurst and an area south of Montauk

Highway south and east of the Village, totaled nearly 12,000 in 1990. This employment figure ranked 35th among approximately 150 postal districts on Long Island. This fact means that Lindenhurst is a moderately sized employment center, comparable in size to areas such as West Babylon, Commack, and Syosset.

Chart 4. Means of Transportation to Work of Lindenhurst Residents, 1990



Source: 1990 U.S. Census

Local Retail Centers

Local Retail Centers

Numerous shopping centers of all sizes were built on Long Island starting in the 1950s and continuing right through the mid-1990s. As of 1996 (the latest year the Suffolk County Planning Department performed a detailed analysis), the combination of a weak Long Island economy and the overbuilding of retail stores caused high vacancy rates in retail centers. The percentage of vacant stores in shopping centers in Suffolk County was 19% in 1996, two to three times the vacancy rates of the 1980s. Vacancy rates in Suffolk's downtown shopping districts also increased, although less dramatically, to 11.5% in 1996. Lindenhurst's vacancy rate in 1996 was 12.8%. It appears, however, that since 1996, vacancy rates in downtown districts and in shopping centers have stabilized or improved.

The Lindenhurst central business district (CBD) is primarily located along Wellwood Avenue, with its center at the intersection of Hoffman Avenue. The central business district also heads east and west along Hoffman Avenue. Its major anchor stores are

Waldbaums supermarket and a CVS drug store. There are no other central business districts nor any significant shopping centers (greater than 40,000 square feet in size) within one mile of the center of the Lindenhurst business district. However, the greater area surrounding the Lindenhurst business district contains several other central business districts, as well as all types of shopping centers. For this reason, this moderate-sized business district serves a local population.

Local Shopping Centers

Just over one mile from the center of downtown Lindenhurst, there are several shopping centers. *Sunrise Plaza* in North Lindenhurst, a retail shopping complex on the east side of Wellwood Avenue north of Sunrise Highway, is 222,000 square feet in size. The buildings comprising this center were built in stages more than 20 years ago. Sears Hardware, King Kullen, Hollywood Video and two drug stores are in this center.

Table 1. Major Shopping Centers Near Downtown Lindenhurst

Center Name	Community	Street	Square Footage	Major Stores	Year Built
Sunrise Plaza	N Lindenhurst	Wellwood Ave.	222,000	Sears Hardware, King Kullen, Hollywood Video, RiteAid, Genovese	Before 1966, 1976, etc.
Great South Bay	W Babylon	Montauk Hwy.	550,000	Swezey's, Marshalls, Odd Job, National Wholesale Liquidators	1957
K Mart center	W Babylon	Montauk Hwy.	185,000	K Mart, OfficeMax, Pergament	1965
King Kullen center	Lindenhurst	Montauk Hwy.	45,000	King Kullen, Genovese	1988
Home Depot Plaza	Copiague	Sunrise Hwy.	257,000	Home Depot, Target	1989, 1999
Pathmark Plaza	Copiague	Sunrise Hwy.	47,500	Pathmark	1968
Merrineck Shopping Center	Copiague	Montauk Hwy.	58,000	IGA, CVS	Before 1966
Grand Union center	W Babylon	Route 109	76,000	Grand Union	1960s
Babylon Plaza	W Babylon	Montauk Hwy.	60,000	Edwards	1997
Pathmark center	W Babylon	Montauk Hwy.	155,000	Pathmark	1961
Sunrise Mall	E Massapequa	Sunrise Hwy.	1,300,000	Macy's, JC Penney, Sterns, Sears	1973

Source: Suffolk County Planning Department

Information about the major shopping centers located near downtown Lindenhurst can be found in Table 1. These centers will be discussed in subsequent paragraphs.

There are several shopping centers along Montauk Highway about a mile from downtown Lindenhurst. The *Great South Bay* shopping center, having 550,000 square feet, was built in 1957 on Montauk Highway and was at that time a major regional retail center. Through the years, however, this shopping center has had quite a few vacant stores, and started to perform better in the 1990s until recently when JC Penney and Caldor vacated the center. The center now contains Swezey's, Marshalls, Odd Job, and National Wholesale Liquidators. Across Montauk Highway from the Great South Bay shopping center, a department store was built in 1965. The building, now 185,000 square feet, presently contains *K Mart*, OfficeMax, and Pergament. On the north side of Montauk Highway to the west of

Great South Bay shopping center, a 45,000 square foot shopping center containing King Kullen and Genovese was built in 1988.

Other shopping centers lie between one and two miles from downtown Lindenhurst. *Home Depot Plaza*, a 257,000 square foot shopping center, is on the south side of Sunrise Highway in the Amityville/ Copiague area. This center was originally built in 1986, and for years had major vacancy problems. The center was razed and then reconstructed and now consists of a Home Depot, a new Target store and three outbuildings. *Pathmark Plaza* on Sunrise Highway in Copiague was built in 1968 and has 47,500 square feet, with Pathmark supermarket as its anchor store. *Merrineck Shopping Center* on Montauk Highway in Copiague was built before 1966 and is 58,000 square feet in size, containing IGA supermarket and CVS drug store.

In West Babylon, between one and two

miles from the Lindenhurst downtown, there are three additional significant retail centers. On state route 109, a 76,000 square foot shopping center was built in the 1970s which contains Grand Union supermarket. On the north side of Montauk highway, the first phase of Babylon Plaza consisting of an Edwards supermarket was built in 1997 and is 60,000 square feet. This center may be expanded in the future. Further east on Montauk Highway lies a vacancy-plagued shopping center that was built in the 1960s and expanded in the 1970s. The 155,000 square foot center now contains Pathmark supermarket, a vacant anchor store, and other mostly unoccupied stores.

The closest regional mall to the Lindenhurst downtown business district is *Sunrise Mall* in East Massapequa, which is just over three miles away. The Village of Lindenhurst lies within the trade area of this mall. Sunrise Mall on Sunrise Highway is 1.3 million square feet in size, has 160 stores, and was built in 1973. There are other important retail centers lying between three and 7 miles from downtown Lindenhurst. There are several large community shopping centers in East Massapequa. A cluster of large neighborhood and community shopping centers also exists in the North Babylon/Deer Park area. In East Farmingdale there are two large warehouse club stores on or near Route 110, Costco and BJ's, and a significant cluster of furniture stores exists along Route 110 in that area as well.

In West Bay Shore, the *Gardiner Manor* shopping center has been revamped this year. Except for the Sterns department store, the mall was demolished in 1998, and a new power center has been built, including Target, Modell's, Genovese, King Kullen,

Michaels craft store, Barnes & Noble bookstore, and an Old Navy clothing store. Together with the existing Sterns, there is now more than 500,000 square feet of retail space at this location. The *South Shore Mall* in Bay Shore is about seven miles from downtown Lindenhurst and was expanded in 1997 to 1.2 million square feet.

Local Downtown Business Districts

Two significant central business districts also lie between two and three miles from downtown Lindenhurst. Downtown Amityville occupies Broadway south of the railroad tracks, and has 126 storefronts. The Babylon downtown business district occupies Main Street and Deer Park Avenue, and has 183 storefronts. In addition, Copiague has a small central business district on Great Neck Road at Oak Street. This business district has 50 storefronts.

Based on the analysis of surrounding shopping areas, it seems that the potential trading area for the Lindenhurst downtown business district extends approximately 1.5 miles from the intersection of Wellwood and Hoffman Avenues and is approximately 7 square miles in area. This 1.5 mile service area radius is consistent with the planning term "neighborhood shopping," meaning that the downtown area provides goods and services for the immediately surrounding local neighborhoods. This trade area includes all of the Village of Lindenhurst, the area north of the Village and generally south of Straight Path, and parts of Copiague to the west and West Babylon to the east. This total trading area has a population of about 48,000.

Land Use

Zoning

The Building Zone Map of the Incorporated Village of Lindenhurst with a revision date of June 1991 contains eight categories. The downtown Lindenhurst study area includes six of those categories. According to the Village zoning ordinance, there is one business category and one industrial category for the whole Village. Most of the land along both sides of Wellwood and Hoffman Avenue is zoned commercial to a depth of 100 feet. The area between Wellwood Avenue and First Street south of Hoffman Avenue is entirely zoned for business. The industrial zoning in the study area is confined to the southeastern quadrant and comprises much of the area east of Travis Street south of Hoffman Avenue, and also along Hoffman Avenue eastward from Waldbaums.

Two residential zones exist in the study area, “B” residence and “C” residence. These zones allow single family residences. One

small parcel of land in the study area is zoned as “professional.” This lot is located on W. John Street. On the west side of Wellwood Avenue north of John Street, there are two residences converted for professional office use, but this area is not zoned for professional offices. The sixth and final zoning category that is present in the study area is “senior citizen multiple residence” which exists between School Street and Broadway, south of W. John Street. This area comprises the Bunt Commons senior apartments.

Existing Land Use

The land use inventory conducted for the Lindenhurst business district and surrounding area was prepared on a Suffolk County Real Property Tax Map base and field verified in November 1999. The Suffolk County Planning Department’s Geographic Information System (GIS) was employed to link land use data with parcels shown on the tax map. The GIS enabled the staff to develop and plot the existing land use map for the study area

showing 13 categories of land use and to generate acreage figures associated with each of those categories. The land use categories are suitable for characterizing community layout and function, determining land available for development, and preparing master plans.

The 13 general land use categories that are commonly used for regional planning purposes are: low density residential (one housing unit per acre or more), medium density residential (between one and five housing units per acre), high density residential (five or more housing units per acre), commercial, industrial, institutional, recreation and open space, agriculture, vacant, transportation, utilities, waste handling and management, and surface waters.

Each and every parcel on the tax map was assigned one (and only one) of the 13 general land use categories. When more than one use was found to occur on a single parcel, the primary use of that parcel was determined and assigned to that parcel. Primary use is based on the relative intensity of the use in comparison with that of the other use(s) in question. For example, if a store occupies the first story of a building and the second floor is used for an apartment, this parcel is classified as commercial, given the relative intensity of the uses in question and the prevailing nature of neighboring retail uses.

Several other conventions were used in assigning land uses to each parcel. Some of those conventions are:

- ! When structures on improved parcels are unoccupied, the parcels are not classified as vacant. They are classified according to the type of structure present, i.e., commercial, residential, etc.
- ! The existing zoning designation of a parcel is not a factor in how that parcel is classified as to existing land use.
- ! The number of housing units on a parcel was used in conjunction with parcel acreage to determine residential density, and hence, the classification of the parcel as low, medium, or high density residential.
- ! Parcels that are adjacent to commercial uses in business districts and are used as parking lots in connection with these uses were classified as commercial. Parcels that are municipally owned and used for parking or directly related to a nearby transportation use such as the railroad, were classified as transportation.

The study area covers 165 acres and contains 494 tax map parcels. Table 2 shows the number of parcels and the sum of the acreage contained in each land use category. Table 2 shows only those land use categories which are present in the study area. The categories low density residential, agricultural, utilities, waste handling and management, and surface waters are not present in the study area and therefore do not appear on Table 2.

Table 2. Existing Land Use, Downtown Lindenhurst, 1999

Land Use Category	Number of Parcels	Acreage	% of Total Acreage
Transportation	17	57.0	34.5%
High Density Residential	259	39.9	24.2%
Commercial	108	22.2	13.4%
Industrial	18	11.5	7.0%
Medium Density Residential	46	11.4	6.9%
Recreation & Open Space	4	10.4	6.3%
Institutional	12	8.5	5.1%
Vacant	30	4.3	2.6%
TOTAL	494	165.3	100.0%

Source: Suffolk County Planning Department

A full color, computer generated land use map was prepared for display purposes and a smaller scale version can be found on the following page. Inspection of the map reveals that more than one-third of the study area acreage (57.0 acres) comprises transportation uses, including roadways, municipal parking lots, and the railroad. High density residential is the second most common land use in the study area, comprising 39.9 acres, and together with the medium density category, residential uses comprise 51.3 acres in the study area.

Commercial uses were the next most dominant, covering 22.2 acres. Commercial uses dominate along Wellwood Avenue and, to a lesser extent, along Hoffman Avenue. Industrial land use is present in the study area, comprising 11.5 acres mostly in the southwestern portion of the study area. All of the acreage in the recreation and open space category (10.4 acres) is owned by the Village of Lindenhurst in three parks. Institutional uses cover 8.5 acres in the study area, comprised mostly of religious uses. Finally, vacant land totaled just 4.3 acres in the study area, made up of mostly scattered lots in residential areas.



West Hoffman Avenue looking east from School St. Transportation uses are the most common land use in the study area.



Typical commercial land use along the west side of Wellwood Avenue.

Village of Lindenhurst Downtown Business District Analysis

Table 3. Largest Single Uses, Downtown Lindenhurst, 1999

Use	Location	Acres	Land Use
Village Park	Irmisch Ave.	8.7	Recreation & Open Space
Waldbaums	East Hoffman Ave.	4.6	Commercial
Our Lady of Perpetual Help	Wellwood Ave.	2.6	Institutional
(vacant building)	East Gates Ave.	2.2	Industrial
(various businesses)	East Hoffman Ave.	2.0	Industrial
St. Johns Evangelical Lutheran Church	Dover & East John Streets	2.0	Institutional

Source: Suffolk County Planning Department

There are six large lots in the study area, each covering at least 2.0 acres. The largest lot in the study area is the 8.7 acre Village Park in the northeast part of the study area off Irmisch Ave. (See Table 3.) The second most dominant parcel in the study area is the 4.6 acre Waldbaums parcel. The next largest user is the 2.6 acres used by the Church of Our Lady of Perpetual Help and its school. A 2.2 acre parcel is the next largest, containing a large vacant industrial building on East Gates Avenue. Another industrial use occupies 2.0 acres on East Hoffman Ave., containing several industrial buildings and companies. The lots comprising the St. Johns Evangelical Lutheran Church and its associated buildings (between East John and Dover Streets) amount to 2.0 acres. These six single uses represent 13% of the total land area of the study area, and 19% of the non-residential land use in the study area.



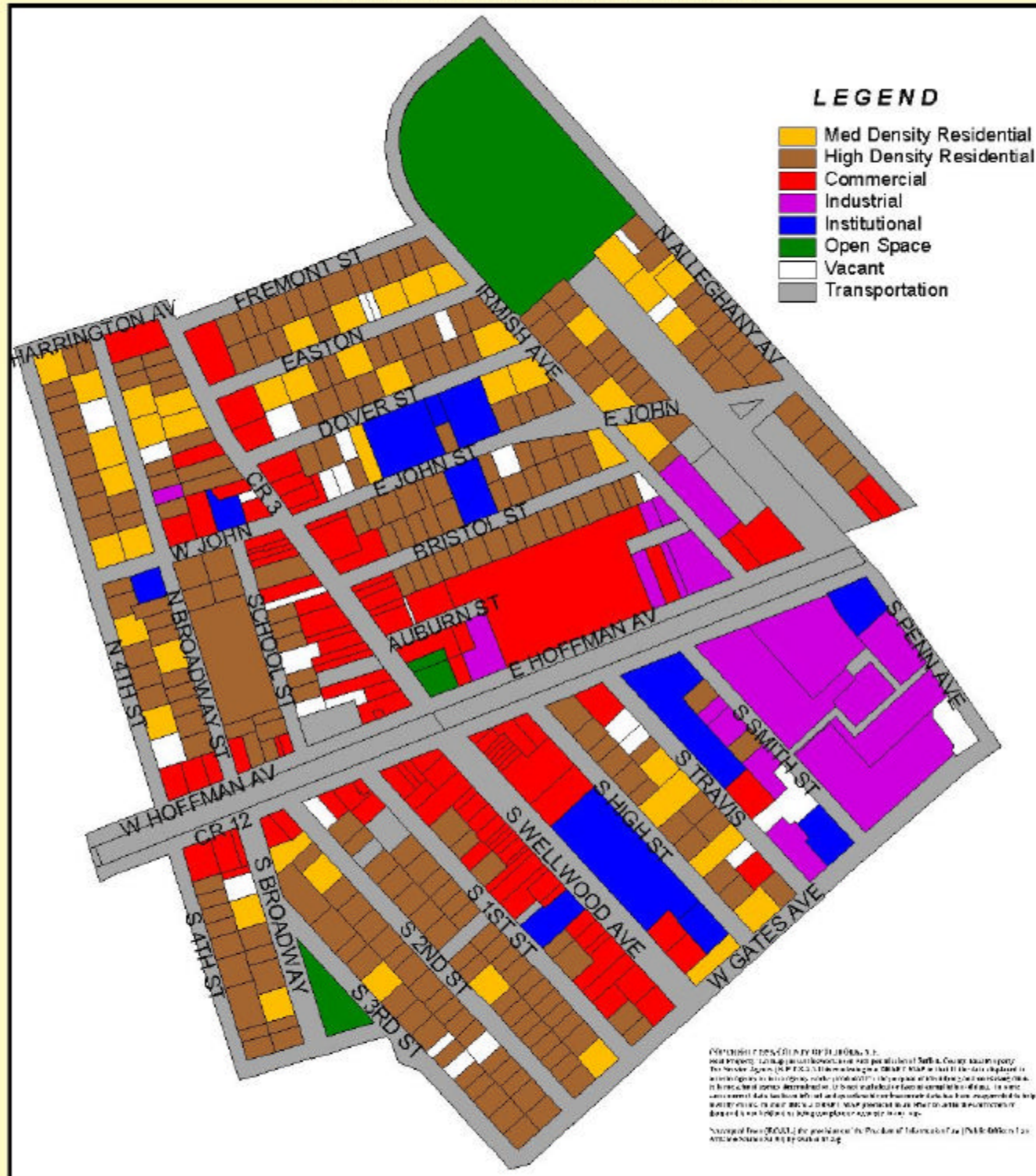
One of three parks in the downtown Lindenhurst Study area.

The Bunt Commons senior citizen apartment complex is the seventh largest single use in the study area, at 1.8 acres. This high density residential complex is on the west side of School Street, south of West John Street. The complex, built in 1989, contains 50 housing units in five buildings, and there is a waiting list for potential tenants. A residential building is nearly completed which contains 10 senior citizen apartments at the north end of business district on the west side of Wellwood Avenue, south of John Street. This housing, right in the downtown



Bunt Commons senior apartments on School Street.

VILLAGE OF LINDENHURST DOWNTOWN BUSINESS DISTRICT ANALYSIS



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Land Use - 1999

Village of Lindenhurst
Town of Babylon
Suffolk County, New York

commercial district, replaced an old Victorian house and vacant photo studio. Downtown Lindenhurst is convenient to relatively dense residential development surrounding the business district. Residential population surrounding the downtown business area helps the downtown area remain healthy.

A few decades ago, the Lindenhurst railroad station was moved from its former location near the intersection of Wellwood Avenue with Hoffman Avenue. The present location of the station is located a few blocks to the east, further from the center of downtown Lindenhurst. The location further from the heart of the downtown business district is unfortunate, because locating a train station near retail stores and services benefits both the local businesses and the train riders. The new Waldbaums supermarket and its interior dry cleaners and bank are well located to serve some of the retail and service needs of railroad commuters. However, the present location of the train station and its associated parking lots seem somewhat disconnected from the heart of the business district.

Buildings within the study area are in generally good condition. There are a few homes in the study area that are in poor condition or boarded up, but for the most part the housing is in good or excellent condition. The industrial, institutional, and commercial buildings in the study area are also in generally good condition. However, in November 1999, a fire occurred in a building on the west side of Wellwood Avenue containing three stores (bike shop, hair salon, bagel store). (Suffolk County Tax Map (SCTM) # 103-10-1-59). Because of the fire, this building will need to be substantially rehabilitated or replaced. Some of the other commercial buildings along Wellwood and Hoffman Avenues could use some paint, general improvements or renovation, but no major problems appear to exist.



New senior apartments on North Wellwood Avenue.



Residential uses mix with commercial uses on the east side of First Street.



The Waldbaums supermarket is situated near the Lindenhurst railroad station.

Non-Conforming Land Uses

The study area contains numerous non-conforming uses. Many of these non-conforming uses may be legal, having received a permit, or were in existence prior to current zoning regulations. In the “B” and “C” residence zones in the study area, which are zoned for single family homes, there exist two-family and three-family homes, and many of these homes are appropriately assessed as multiple unit structures. Some of the multi-family houses in the study area are presently assessed as single family homes.

On the block bordered by Hoffman Avenue, Travis Street, Smith Street, and East Gates Avenue, the zoning is primarily industrial. However, there are two lots containing residential buildings. These residences appear very out of place with the surrounding industrial land uses. On the east side of First Street there are several residences, although the area is zoned for business. However, these scattered residential uses serve as a transition between the solidly residential areas on the west side of First Avenue and the solid commercial development fronting on Wellwood Avenue in this area.



Residence on Travis Street near commercial and industrial buildings.

Analysis of Property Ownership

An analysis of property ownership was performed for the entire study area. The analysis showed that of the 494 parcels of land in the study area, the majority (82%) of parcels had owners with a Lindenhurst address. Table 4 shows the number of parcels having owners with a Lindenhurst address versus an address outside of Lindenhurst. The table also shows the land use of those parcels, that is, whether or not each parcel is vacant.

Table 4. Land Ownership of Parcels in Downtown Lindenhurst Study Area, 1999

Land Use	Lindenhurst Owner	Outside Owner	Total	Percent Outside Owner
Non-vacant	380	84	464	18%
Vacant	26	4	30	13%
Total	406	88	494	18%

Source: Suffolk County Planning Department

Commercial buildings in the study area were more likely to be owned by persons outside of Lindenhurst. The analysis showed that of the 102 parcels along Wellwood and Hoffman Avenues in the downtown Lindenhurst study area, about half had owners with a Lindenhurst address. Table 5 shows the number of parcels in the commercial district of

downtown Lindenhurst having owners with a Lindenhurst address versus an address outside of Lindenhurst. The table also shows the land use of those parcels, that is, whether or not each parcel is vacant.

Table 5. Land Ownership of Parcels Along Wellwood and Hoffman Avenues in Downtown Lindenhurst, 1999

Land Use	Lindenhurst Owner	Outside Owner	Total	Percent Outside Owner
Non-vacant	49	50	99	51%
Vacant	3	0	3	0%
Total	52	50	102	49%

Source: Suffolk County Planning Department

An analysis was performed of the ownership of the property containing vacant stores or buildings in the downtown commercial district. Of the 13 vacant storefronts in the downtown commercial district, seven were on parcels whose owners had a Lindenhurst address, and six were on parcels whose owners had addresses outside Lindenhurst. Ownership of the vacant storefronts therefore seem to be mixed between local and non-local residents, similar to the mix of ownership of all parcels in the commercial district.

Analysis of the Business District

Analysis of the Business District

Central business districts (CBDs) were the only places to shop on Long Island until the early 1950s. The vitality of Long Island's central business districts was depleted starting in the 1960s as large scale shopping centers were built outside of downtown areas throughout the Town of Babylon and Suffolk County. New shopping centers offered new store options and easy parking. CBDs struggled through the 1970s. In the 1980s the retail situation in Suffolk County CBDs began to stabilize, and vacancy rates improved somewhat. Through the early and mid-1990s, shopping center construction on Long Island continued in full force, but real retail sales figures declined. As a result, store vacancy rates increased in downtown districts and especially in shopping centers. However, in the late 1990s, continued economic growth has contributed to a healthier retail and economic climate.

Downtown Lindenhurst is the eighth largest downtown business district in Suffolk County. Only Huntington, Southampton, Bay

Shore, Babylon, Patchogue, Port Jefferson, and East Hampton have more stores. During the 1980s, many CBDs became oriented more as retail-service centers, accommodating more non-retail uses, many of which are not found in larger shopping centers. These non-retail uses continue to help keep vacancy rates down in downtown business districts. CBDs have reverted to serving the smaller communities that surround them, instead of larger regions. Lindenhurst is an example of such a downtown area.

Types of Storefront Uses

For the purpose of this analysis, only the status of the part of the building at ground level was noted. The use of an occupied storefront or building was classified as either retail or non-retail. Examples of non-retail uses found in today's downtown areas include: church, bank, theater, travel agency, barber shop, beauty salon, dry cleaner, laundromat, repair service, fitness center, tanning salon, dance, karate, photography, printing,

insurance office, real estate office, doctor's office, tax preparation office, post office, law office, and library. Downtown areas, with their mostly smaller stores, are more likely to contain these types of uses than are shopping centers.

The percentage of storefronts used for retail uses was calculated for downtown Lindenhurst. The percentage of occupied storefronts that were retail stores has been declining in the past decade. The retail percentage was 45% in 1999, down from 53% in 1996 and 57% in 1989. (See Table 6.) In 1973, the percentage of storefronts used for retail was as high as 61%.

Table 6. Retail Versus Non-retail Uses, Downtown Lindenhurst

Year	Retail	Non-Retail	Total	% Retail
1973	69	44	113	61%
1989	66	50	116	57%
1996	65	58	123	53%
1999	63	76	139	45%

Source: Suffolk County Planning Department

The change in the total number of stores in downtown Lindenhurst over the years does not reflect a change in the number or intensity of buildings in Lindenhurst, but a change in the definition of the physical business district. In earlier surveys, only stores in a very compact central business district were counted. In later surveys, a slightly more physically broader central business district definition was used, and therefore a greater number of buildings were included. In the 1996 and 1999 surveys, the same buildings

were included in each survey, except that the 10-storefront building on the east side of Wellwood Avenue between Fremont and Easton Streets was included in 1999 and not included in 1996.

There were some interesting findings among types of storefront uses. Most of the uses present in downtown Lindenhurst lend themselves to daytime activities. There are three bakeries, and also several hair salons, which operate during normal business hours and are generally closed after 6 PM. Institutional uses dominating the area are also predominantly daytime-oriented, including schools and churches. Restaurants are popular in the daytime for lunch.

A tally of the number and exact type of stores located in downtown Lindenhurst can be found in Appendix I.



Many of the uses in downtown Lindenhurst are geared toward daytime activities.

Vacancy Rates

Over the years, the Suffolk County Planning Department has undertaken several field inspections of downtown areas on Long Island. The number of occupied stores and the number of vacant stores were noted. Vacancy rates were computed by dividing the number of vacant stores by the total number of stores. These vacancy rates are not based on square footage. A store is defined as vacant if it is not occupied and is not in the process of being re-occupied. A store undergoing renovations or displaying a sign indicating that a store is “coming soon” are considered occupied. Buildings used simply for storage purposes were considered vacant. Non-traditional buildings along the streets within the downtown area were included in the calculations as storefronts, such as gas stations, office buildings, churches, residences, and residences converted to office use.

In November 1999, 13 vacant storefronts or buildings were noted along Wellwood and Hoffman Avenues in the downtown business district. The vacancy rate in Lindenhurst’s business district was 8.6% in 1999, down from nearly 13% in 1996. Vacancy rates were previously surveyed in the years 1989, 1982, and 1978, when vacancy rates were 6-7%. Table 7 shows vacancy rates in downtown Lindenhurst for each of the five survey years.

As stated previously, the change in the total number of stores in downtown Lindenhurst over the years does not reflect a change in the number or intensity of buildings in Lindenhurst, but a change in the definition of the physical business district.

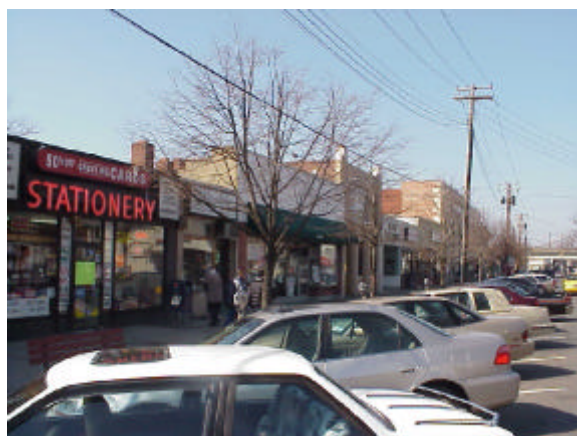
Table 7. Vacant Storefronts, Downtown Lindenhurst, 1978 Through 1999

Year	Occupied Storefronts	Vacant Storefronts	Total	Vacancy Rate
1978	57	4	61	6.6%
1982	104	8	112	7.1%
1989	116	7	123	5.7%
1996	123	18	141	12.8%
1999	138	13	151	8.6%

Source: Suffolk County Planning Department

The number of occupied versus vacant stores and buildings was enumerated for the various areas within the study area. Table 8 details the vacancy situation by segment within the study area. The Wellwood Avenue segments are divided by railroad tracks, and the Hoffman Ave. segments are divided by Wellwood Avenue. The directional abbreviations (NW, SW, etc.) help to categorize the area. For example, “NW Wellwood” includes buildings on the west side of Wellwood Avenue north of the railroad tracks. Similarly, “SE Hoffman” includes buildings on the south side of Hoffman Avenue east of Wellwood Avenue.

A map showing the four study area



South Wellwood Avenue, which had relatively few vacant storefronts.

segments, and the locations of parcels containing vacant storefronts follows.

Table 8. Vacancy Data by Segment,
Downtown Lindenhurst, 1999

Street Segment	Occupied Store-fronts	Vacant Store-fronts	Total	Vacancy Rate
NW Wellwood	23	1	24	4%
NE Wellwood	26	4	30	13%
SW Wellwood	42	1	43	2%
SE Wellwood	17	0	17	0%
Wellwood Subtotal	108	6	114	5%
NW Hoffman	8	1	9	11%
SW Hoffman	17	5	22	23%
NE Hoffman	2	1	3	33%
SE Hoffman	4	0	4	0%
Hoffman Subtotal	31	7	38	18%
TOTAL	139	13	152	9%

Source: Suffolk County Planning Department

The Lindenhurst business district appeared economically healthy in late 1999. Yet there were variations within the business district. A relatively higher proportion of vacant stores and buildings were located on Hoffman Avenue. The buildings on Wellwood Avenue had a vacancy rate of just 5% while on Hoffman Avenue, the vacancy rate was 18%. Most of the vacancies were located in converted residences or non-retail buildings. In the only part of Wellwood Avenue with any significant vacancies, (on the east side of Wellwood Avenue north of the railroad tracks), the vacant storefronts were located in less attractive buildings, usually converted residences.

The “heart” of the Lindenhurst business district is essentially the west side of Wellwood Avenue. This heart of Lindenhurst contains only two vacant stores, one opposite Bristol St. and one opposite the Catholic school. Hoffman Avenue contains more marginal, less traditional “downtown” stores



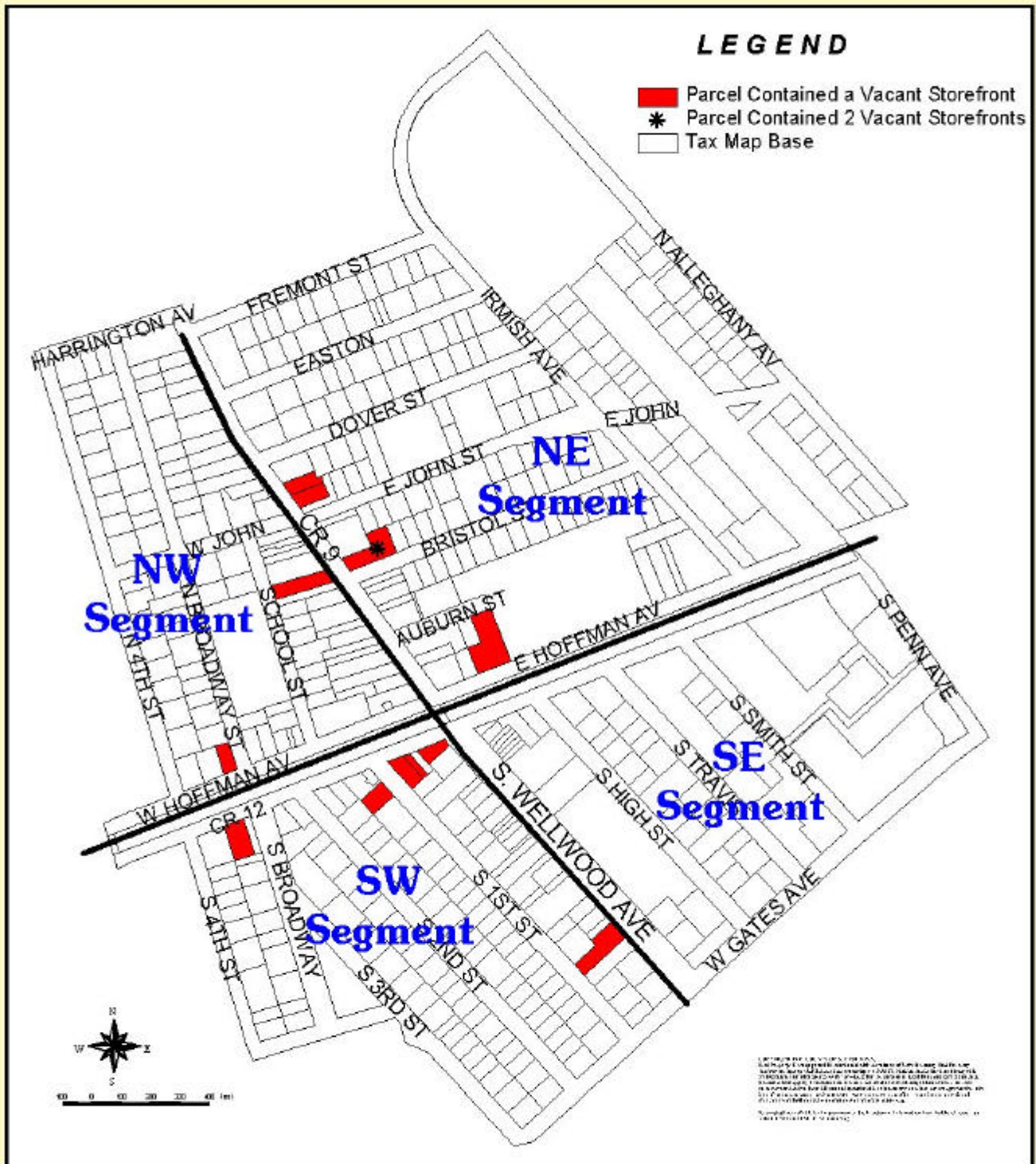
West Hoffman Avenue south of the railroad tracks looking East, where there are several vacant storefronts.

and services, and much of the east side of Wellwood Avenue contains institutional uses.

In February 2000 another vacancy field survey was performed in downtown Lindenhurst. This time, there were several additional vacant stores. Since November, four storefronts on the west side of Wellwood Avenue became vacant due to fire damage. Several other storefronts also recently became vacant. It is possible that these recently vacated stores were waiting for revenue sales from the holiday season before closing. On the east side of Wellwood Avenue, an office products store is now vacant, and on the north end of downtown, a beeper store has vacated.

Most of the recent vacancies, however, are located on Hoffman Avenue. On South Hoffman Avenue west of Wellwood Avenue, three additional vacant stores or buildings were noted near the downtown. East of Wellwood Avenue, an Italian deli occupying two storefronts appears now to be vacant. These additional vacancies on Hoffman Avenue increase the already relatively high vacancy rate on that street, and perpetuate its role as secondary to Wellwood Avenue in

VILLAGE OF LINDENHURST DOWNTOWN BUSINESS DISTRICT ANALYSIS



**Location of
Vacant Storefronts - 1999**
Village of Lindenhurst
Town of Babylon
Suffolk County, New York

economic significance to the downtown area.

Second Floor Apartment or Office Uses

Many buildings along Wellwood and Hoffman Avenues in downtown Lindenhurst have apartments or office space on the second floor. There is a concentration of second floor apartments above stores on the east side of Wellwood Avenue, at the corner south of Hoffman Avenue. A scattering of second floor apartments exists on the west side of Wellwood Avenue north of Hoffman Avenue. Throughout the remainder of the business district, about half the buildings have second floor offices or apartments. Many of these are second floors of converted residences.

Transportation Access



Second floor apartment and office uses on the east side of Wellwood Avenue south of Hoffman Avenue.

The Lindenhurst business district is served by several modes of transportation. Auto access is provided from the north and south via Wellwood Avenue, from the east and west via Hoffman Avenue, and to a lesser extent via John Street and Gates Avenue. There is very good rail service in Lindenhurst. The Long Island Railroad makes 35 scheduled stops at Lindenhurst each day on weekends and

holidays. During the week, the LIRR makes 49 stops each day at the Lindenhurst station.

The Lindenhurst business district is also well-served by Suffolk County Transit buses. Bus Route 1B is a feeder route that travels from the Lindenhurst railroad station through



The center of the Lindenhurst business district, where main roads, bus lines, and the railroad come together.

Lindenhurst and to Copiague. Bus route 35 also goes through downtown Lindenhurst, traveling generally north-south between the Great South Bay Shopping Center and Edison Avenue in the Pinelawn area to the north. Bus route 20 travels east-west generally along the railroad tracks between Massapequa in Nassau County and the Babylon area, and passes through downtown Lindenhurst. Each of these bus lines passes through downtown Lindenhurst once or twice an hour all day long, Monday through Saturday, from about 7 AM to 6 PM.

Parking

Parking

The provision of adequate vehicular parking facilities is an essential element of any downtown center. The parking near downtown Lindenhurst can be grouped into three categories: Village owned parking, privately owned parking and publically owned commuter parking.

The public parking in Lindenhurst Village generally allows vehicles to park for a maximum of two hours between the hours of 9AM and 6PM, except Sunday and holidays. An inventory of existing public parking lot capacities was undertaken within walking distance of downtown Lindenhurst. Appendix II contains detailed parking information.

Village Owned Parking

Village owned parking includes parking in parking lots, metered street parking, and some unmetered street parking. The village owned lots are scattered throughout the downtown area. The metered street parking is along Wellwood and Hoffman Avenues and Bristol



Entrance to public parking lot off North Wellwood Avenue.

Street. The free parking is outside the core business area on side streets.

The village owns six parking lots on approximately 1 3/4 acres in downtown Lindenhurst. These lots provide 138 parking spaces of which 13 are designated for

handicapped use. These lots are satisfactorily maintained and the parking spaces are well marked.

The downtown area has 197 metered parking spaces along Wellwood and Hoffman Avenues and most are marked with a two hour time limit. The parking spaces are well-marked and curbs are clearly painted yellow in all areas where no parking is allowed.

There are also areas along Hoffman Avenue where free parallel parking exists, such as on the south side of Hoffman Avenue, east of Wellwood Avenue, and on the south side of Hoffman Avenue, west of First Street. Most side streets and outlying areas also allow unregulated, unmarked, free parking.

Privately Owned Parking

There are approximately 550 parking spaces in parking lots owned privately in downtown Lindenhurst. These lots are prominently posted with “Customers Only” or “No Commuter Parking” signs. The Waldbaums lot, with 276 private parking spaces, is the largest privately owned parking lot. The bank and the CVS on the east side of Wellwood Avenue south of Hoffman Avenue together have about 85 privately owned parking spaces. The approximate 185 remaining spaces are in small lots scattered through the downtown and are located in the backs of stores and offices. These small lots are accessed via the side streets.

Publically Owned Commuter Parking

Lindenhurst is approximately one hour by train from New York City’s Penn Station. Significant commuter parking opportunities exist near downtown Lindenhurst.

There are 280 legal parking spaces under the raised railroad track which are specified “Parking by Resident Permit Only”. These spaces are accessible from the north side of Hoffman Avenue on either side of Wellwood Avenue. An additional 430 spaces in two Village parking lots located between East John Street and Hoffman Avenue primarily serve commuters using the Long Island Railroad. Also, there are 20 head-in metered parking spaces with a 24 hour time limit on the north side of Hoffman Avenue, east of Wellwood Avenue.

Other space for commuter parking exists in downtown Lindenhurst which carries no time limit, and seems to be used mostly by

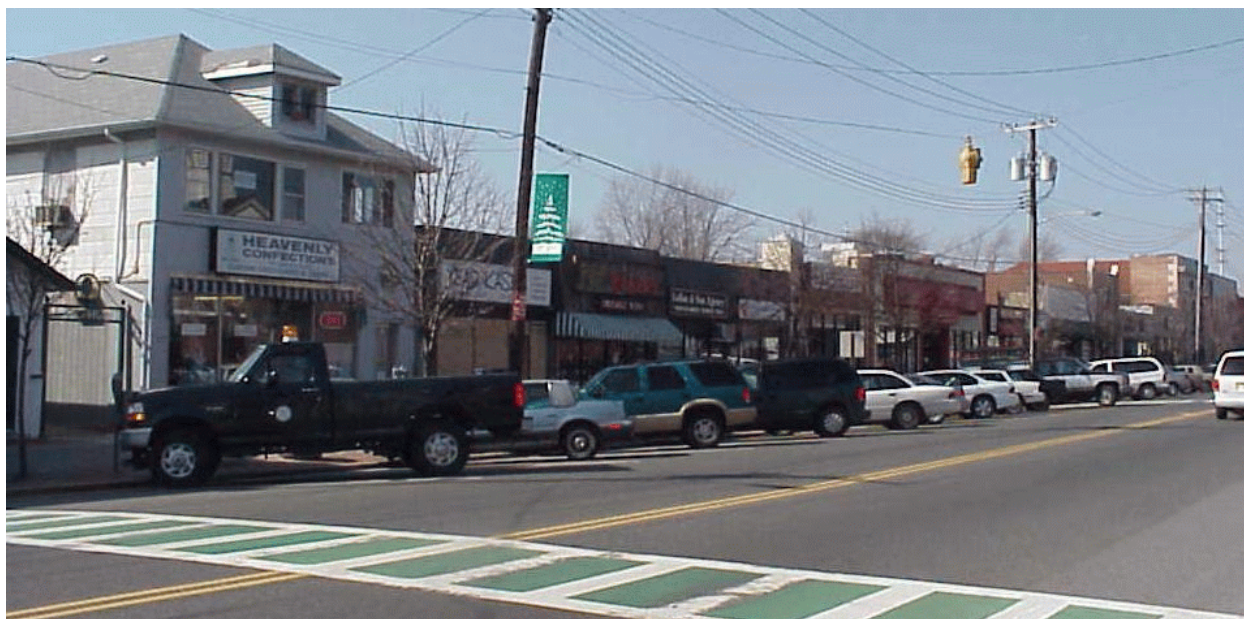


Eastern commuter parking lot which contains marked parking spaces.

commuters using the Long Island Railroad.



Western commuter parking lot.



Convenient head-in metered parking on the west side of South Wellwood Avenue.

(The assumption that these spaces are being used by commuters is based upon the observed location and parking style of the parked vehicles.) No signs specifying the use of these parking spaces were noted. There are no spaces designated for the disabled, and some of the markings of these spaces have faded. Additional vehicles often park adjacent

to each elevated railroad pillar in unmarked spaces.

A Summary of the public parking capacities of the various types of parking near the Lindenhurst business district follows in Table 9.

Table 9. Public Parking Capacity, Downtown Lindenhurst, 1999

Type of Public Parking	General Parking Spaces	Disabled Parking Spaces	Total
Village - Metered	197	0	197
Village Lots	138	13	151
Under Railroad Tracks (Unrestricted)	98	0	98
Village - Subtotal	433	13	446
Privately Owned (est.)	550	NA	550
Commuter - Under Railroad Tracks	182	1	183
Commuter - Metered	20	0	20
Commuter Lots	425	6	431
Commuter - Subtotal	627	7	634
Total	1,610	20	1,630

Source: Suffolk County Planning Department

Estimated Need for Parking Spaces

Generally, the recommended number of parking spaces for downtown areas with retail/service businesses like Lindenhurst is one space per 200 square feet of building area. The Lindenhurst Zoning Code, Article XIX, Off-Street Parking and Loading, §193-192 - Minimum number of parking spaces A(15) is in agreement with this general rule of thumb. The Code requires that “Retail stores, shops and personal service establishments [have] one (1) space for each two hundred (200) square feet of gross floor area.”



Head-in parking near retail stores along South Wellwood Avenue.



Entrance to the Waldbaums customer parking lot and adjacent head-in metered parking. Note proximity to LIRR station.

The Lindenhurst downtown business district has about 200,000 square feet of ground floor space, indicating that 1,000 parking spaces would be necessary. There are approximately 980 non-commuter parking spaces (both public and private) available to shoppers in the Lindenhurst downtown. The number of parking spaces for non-commuters within the downtown is appropriate for the amount of commercial space. However additional parking spaces should be included with any expansion of existing buildings, especially the addition of second floor office space.



Larger municipal parking lot between First and Second Streets.

Municipal Parking Utilization

The public parking spaces and lots within the Lindenhurst business district are used to varying degrees. The utilization of all public parking was assessed during the late mornings of a typical midweek in late 1999. Table 10 shows the percentage of parking spaces that were occupied among the different types of parking. These numbers reflect a snapshot of parking utilization and do not account for varying occupancy throughout the course of each day.



Head-in and parallel metered parking looking south down South Wellwood Avenue from the railroad tracks.

Table 10. Utilization of Public Parking, Downtown Lindenhurst, November 1999

Type of Public Parking	Automobiles	Parking Spaces	Utilization Rate
Village - Metered	114	197	58%
Village Lots	83	151	55%
Village - Subtotal	197	348	57%
Commuter- Under Railroad Tracks	271	281	96%
Commuter - Metered	20	20	100%
Commuter Lots	344	431	80%
Commuter - Subtotal	635	732	87%
Total	832	1,080	77%



Looking east towards North Wellwood Avenue along West Hoffman Avenue. Municipal parking lot on left and parking under the elevated railroad tracks on right.

Just over three-quarters (77%) of all public parking spaces in downtown Lindenhurst were occupied. Parking spaces serving the downtown district were, on average, 57% occupied while parking spaces geared toward commuters had an overall occupancy rate of 87%. However, occupancies varied between zero and 100%, depending on the type and location of parking.

The only significant available parking spaces close to the railroad station were in the western (un-striped) commuter lot. However, a lack of commuter parking does not appear to be a problem currently, especially compared to parking problems at other railroad stations such as Deer Park and Ronkonkoma. There may be a need to expand parking facilities for commuters in the future if occupancy rates climb higher.



The Lindenhurst Village Square with vacant parking lot at right.

Recommendations

Overview

At one time, most retail trade activity on Long Island occurred in its central business districts. Due to changes in retailing and in the role of central business districts on Long Island, the Lindenhurst business district is not as important an economic center today as it was in the past, and is not likely to be so ever again. Today, with regional malls, large specialty and discount stores dominating the retail market, the trend is toward larger and larger anchor stores. Even smaller satellite stores in shopping centers are generally larger than small stores in downtown business districts. In Suffolk County, the largest stores in business districts are generally smaller than the anchor stores in most shopping centers. It is difficult for downtown areas to accommodate today's big stores because the downtown area is somewhat constricted by the existing stores and street system.

However, Lindenhurst has been able to accommodate both a large contemporary supermarket, and a major large drug store chain, and these have attracted additional

consumers to the downtown. The remainder of the downtown in Lindenhurst has a more traditional layout, and the role of this remainder of the downtown has changed. The Lindenhurst downtown district should focus on its strengths, such as older architecture, local heritage, close proximity to a large number of residences, and access to sewers. The Lindenhurst business district is still a strong and viable part of the economy of the Village of Lindenhurst. Its role as a center of commerce and community in Lindenhurst can be strengthened in several ways.

Some of the recommendations outlined in the following sections apply to particular parcels of land. In these cases, specific Suffolk County Tax Map (SCTM) numbers are cited.

Land Use and Zoning

A stable, healthy residential stock surrounding a downtown business district is important to maintain the vitality of the

downtown area. When housing is added in or near the downtown area, the vitality of the downtown is strengthened by the additional business generated by the additional residents. The prudent addition of other development within a downtown business district, such as commercial, institutional, and industrial uses, will also reinforce the identity and vitality of a business district. In this way, a more cohesive, better defined downtown district will result.

Recommendation No. 1: Encourage the construction of mixed use high-density housing along Wellwood Avenue and Hoffman Avenue in downtown Lindenhurst.

Where possible, the Village should encourage the construction of small-scale high density housing, possibly mixed with commercial uses on the ground floor, along Wellwood Avenue and Hoffman Avenue in downtown Lindenhurst. The density of any new housing should justify the cost of assembling lots and removing vacant or underutilized buildings. The proximity of the two existing senior citizen apartments to the business district area is an asset to the continued economic health of the downtown. The downtown area is the ideal location for senior citizen housing with its proximity to shopping, services, and transportation.

To encourage mixed use development in the downtown, the Village may want to create a Downtown Development District in its zoning code, with provisions for development bonuses in certain specified cases. The Town of Islip has created such a district.



This building on the northeast end of the business district could accommodate second floor uses.

Recommendation No. 2: Encourage the construction of individual offices or apartments above stores along Wellwood Avenue and Hoffman Avenue in downtown Lindenhurst.

Occupied office space or apartment units above retail space helps strengthen the business of downtown merchants and service-providers. In space above stores in downtown areas, office uses should be encouraged where apartment uses are not feasible.



This building on the southwest end of the business district could also accommodate second floor uses.

Opportunities exist for adding second story apartments to buildings in downtown Lindenhurst. Along Wellwood Avenue, especially on the west side, there are many buildings which could accommodate second floor apartment or office uses. Two buildings in particular would be appropriate for second floor apartments. The first is the multi-store building on South Wellwood Avenue just north of Friendly's (SCTM # 103-14-2-111), and the other is the building on the northern end of the business district on the east side of Wellwood Avenue (SCTM # 103-7-1-73.1). These multi-tenant row buildings appear suitable for a second story addition. Other one story row buildings or single stores in downtown Lindenhurst may also be suitable for second story development.

Recommendation No. 3: Encourage the construction of additional light industrial development in the industrially-zoned area east of Travis Street south of Hoffman Avenue.

This small but important local employment center just east of the downtown helps reinforce the economic vitality of the nearby downtown businesses and adds to the tax



Industrial development on Penn Avenue.

base. The Village should encourage some additional light industrial development in the area zoned for industry east of Travis Street south of Hoffman Avenue. Two vacant lots in the area should be developed for industry, and two lots with residential uses should eventually revert to industrial use, to prevent the mixing of these conflicting types of uses.

The lot on the northwest corner of East Gates Avenue and South Penn Avenue is presently zoned for residential use. This property is bordered by industrial uses on the north and west, and should be re-zoned for industrial use. Because Neguntatogue Creek runs through the western portion of this lot, the creek should remain uncovered and buffered from any development on this lot.

Recommendation No. 4: Encourage the conversion of residences on the west side of North Wellwood Avenue on the northern end of the downtown to professional offices.

The property on the west side of Wellwood Avenue north of W. John Street is presently primarily zoned for residential use. These 10 lots, two of which are already used as doctor offices, are appropriate for



Residences on the west side of Wellwood Avenue on the north end of the business district, appropriate for professional offices.

professional offices. They are close to the downtown, across the street from retail commercial development, and have access to street parking. The lots are also large enough to accommodate some additional on-site parking. Maintaining these residences as professional offices would provide a buffer between residences to the north and more intensive commercial development to the south and east.

Recommendation No. 5: Discourage the construction of shopping centers within a mile of downtown Lindenhurst.

There are presently no shopping centers greater than 50,000 square feet within a mile of the Lindenhurst business district. But the residential area surrounding the Lindenhurst business district is presently well-served by a variety of neighborhood, community, and regional shopping centers within one to three miles. If a large shopping center were to be built within a mile of Lindenhurst's downtown, the area would become over-served by retail centers and the downtown could be adversely affected. Within downtown Lindenhurst itself, significant new floor space of commercial buildings is also unnecessary except to replace outdated or run-down structures.

Redevelopment

Although the area around downtown Lindenhurst is generally economically healthy, some redevelopment improvements could be made currently and as situations develop. In certain cases, lots could be assembled, that is, adjacent lots could be combined to allow for more well-planned commercial or mixed uses.

Recommendation No. 6: When opportunities arise, the Village should continue to acquire key parcels for parking, open space, or recreational uses.

As the Village has done in the past, the Village should acquire parcels that are in property tax default and/or have been judged unfit for commercial or residential use because of fire or neglect, especially if these parcels might be appropriate for parkland and/or public parking. In November 1999, a fire occurred in a building on the west side of Wellwood Avenue containing three stores (bike shop, hair salon, bagel store). (SCTM # 103-10-1-59). Because of the fire, this building will need to be substantially rehabilitated or replaced. The Village may want to acquire this lot, and possibly the adjacent underutilized lot (SCTM # 103-10-1-57) for use as convenient municipal parking. If this is not possible, then both lots are suitable for retail/service commercial development.



The Lindenhurst Village Square, an example of the Village purchasing property as opportunities arise.

Recommendation No. 7: Encourage redevelopment along Hoffman Avenue.

The taxi business building on the north

side of E. Hoffman Avenue (SCTM # 103-11-1-11) is in need of renovation, and the area immediately surrounding it is unattractive. If another site for the taxi yard were located, this site may be ideal for other retail/service businesses serving the commuter population. However, if new development takes place near the station, care must be taken to avoid cannibalizing existing businesses in the center of downtown Lindenhurst.

The buildings just east of Waldbaums along East Hoffman Avenue also appear unattractive and underutilized. These lots (SCTM # 103-10-2-69,70,71) could be redeveloped for retail/service uses, possibly with apartments above. There is also an underutilized industrial building further west on the north side of Hoffman Avenue (SCTM # 103-10-2-66) just east of Wellwood Avenue. This architecturally interesting building has a slate roof



Unattractive development on East Hoffman Avenue east of Waldbaums.

and the building could be reused for retail/service. The proximity of these lots to the railroad station make them ideal for retail/service use.

On the south side of Hoffman Avenue, a few opportunities exist for upgrading properties through development or redevelopment. The area just west of Wellwood Avenue (SCTM # 103-10-3-99, 100, 101) is ideal for redevelopment with traditional downtown storefronts and apartments above. These lots are contiguous to the heart of the Wellwood shops, and are close to municipal parking. Further west on the south side of Hoffman Avenue, the underused properties east of Second Street (SCTM # 103-10-3-75, 76) could be developed with more intense retail/service uses. East of Wellwood Avenue, two areas could be redeveloped with either commercial or high density residential uses. These are the areas on either side of South High Street. (SCTM # 103-10-4-9.1, 10 and SCTM # 103-10-4-26, 27).

Recommendation No. 8: Encourage redevelopment along the east side of North Wellwood Avenue, north of Bristol Street.

Development on the two lots on the east side of North Wellwood Avenue between Bristol and East John Streets (SCTM #103-10-2-2, 27) is marginal and could be redeveloped with retail commercial development with apartments above. The northern lot (lot 2) contains a gas station, and lot 27 contains an unattractive building that is for sale which contains two vacant stores.



Underutilized properties on the east side of North Wellwood Avenue north of Bristol Street.

The same holds true for the three lots on the east side of N. Wellwood Avenue at E. John Street (SCTM #103-7-1-142-144). These converted residences are unattractive and could be redeveloped with traditional retail/ service businesses with apartments



Underutilized properties on the east side of North Wellwood Avenue north of East John Street.

above.

Storefront Uses and Impact of E-Trade

Dramatic changes will occur in the retail industry in the 21st century. Almost every home in the country will have a computer which will be connected to the Internet. The retail industry is going to become more reliant upon electronic retailing via the Internet (known as “e-trade”) . Consumers will have computer access to large retailers who will sell merchandise directly from warehouses via “virtual” stores over the Internet. The cost of goods in the virtual stores will generally be lower than at existing shopping malls because existing stores must add the costs of rent, employees, and showroom inventory costs to warehouse costs. Unless the price of goods at these large retailers can compete with the virtual stores, the existence of shopping malls and big box retailers will be threatened by e-trade.

A downtown business district such as Lindenhurst has the advantage over large retailers because the smaller shops are run by the people who own them and they have been providing customer service for years. Successful retailers will continue to provide customers with personal interaction and customer service. Retailers who do not provide good customer service, and some types of retailers, will fade in coming years as the retail climate continues to change. The goods that will continue to be sold in traditional stores are those goods that are either in immediate demand, are locally produced, and/or require some type of personal interaction.

Products that can be in immediate demand are not easily ordered through the Internet. These products are sold at stores such as supermarkets, pharmacies, specialty grocery

stores, butcher shops, fish stores, liquor stores, delicatessens, pizzerias, Chinese take-out, full service restaurants, diners, ice cream parlors, bakeries, bagel shops, and video stores. Locally produced items such as agricultural products, bakery items, and locally manufactured goods will continue to be sold locally. Some specialty and gift stores contain goods that require some type of personal interaction and for this reason will remain viable.

Recommendation No. 9: Merchandise retailers should make personal service a top priority.

Because of the coming explosion of Internet-based retailing, existing store retailers will need to become more service and people-oriented than ever before. Retailers can stress personal selling, personal assistance, prompt attention, and providing information to consumers. Retailers should also provide delivery service, either complimentary or fee-based. These characteristics will help distinguish existing goods retailers from more impersonal stores and e-trade.

Recommendation No. 10: Encourage the introduction of additional non-retail uses to vacant downtown storefronts and buildings.

For the past 40 years, downtown business districts have been undergoing the transition from “traditional” retailing of goods to service sector retailing. Non-retail uses have become more and more common in local downtown areas and are suited to the relatively small sizes of stores in downtown areas.

In the case of chronically vacant storefronts or buildings, non-retail uses such as small offices should be encouraged. Specific examples of non-retail uses found in

today’s downtown areas include: church, bank, theater, travel agency, day care center, barber shop, beauty salon, dry cleaner, laundromat, mail/delivery service, repair service, fitness center, tanning salon, dance studio, karate, photography, printing, insurance office, real estate office, doctor’s office, tax preparation office, law office, post office, and government office.

Recommendation No. 11: Attract proven successful retail/service uses to the downtown.

Most of the activities that take place in downtown Lindenhurst are daytime activities. In downtown Lindenhurst, doctor offices are the most common storefront type, and these offices generally close at 5 PM. Other office and institutional uses in the downtown are closed by 6 PM as well. Other common storefront types in the downtown are also generally closed by 7PM, including barbers and hair salons, travel agencies, bakeries, and dry cleaners.

Certain types of storefront uses will draw consumers at many times of the day and throughout the year. These activities would increase the downtown’s vibrancy at night. The Village may want to attract a coffee shop, a music retailer, a reputable video store, or a movie theater to the downtown. Perhaps the theater at Montauk Highway and Wellwood Avenue could be encouraged to relocate to downtown Lindenhurst, or a four to eight screen movie theater could locate in the downtown area.

Parking

Ensuring sufficient nearby parking is a very important part in revitalizing and maintaining any downtown business district. Potential customers must perceive their destination as easily accessible and safe. Businesses will benefit if stores are easily accessible via contiguous parking areas and via safe, well-lit walking access. The parking situation in downtown Lindenhurst appears to be adequate, but improvements could be made.

A sign has been placed at the entrance to the eastern commuter parking lot off Hoffman Avenue that reads “Coming soon - Village of Lindenhurst Railroad Station Parking Improvement Project.” This improvement project should include some of the recommendations set forth in subsequent paragraphs.

Recommendation No. 12: Add attractive identifying signs and landscaping to all municipal parking lots.

The municipal parking lots in downtown Lindenhurst are generally unattractive, although some contain varying amounts of landscaping. The small Village parking lot off of Wellwood Avenue is well-marked with an attractive sign, and has some landscaping at the entrance. Similar attractive signs should be installed to clearly identify all the other Village parking lots. Additional landscaping on the perimeter and if possible, in the interior of these lots, would improve the appearance of these lots, especially the parking lot off of Hoffman Avenue west of North Wellwood Avenue.

The Village municipal parking lots are the least utilized of all parking types in the

downtown. Not only would aesthetic improvements help these parking areas look better, but better looking parking lots attract more people to park in them. If more shoppers park in these lots, fewer drivers will drive around Wellwood Avenue looking for or waiting for on-street parking, resulting in fewer vehicle conflicts.



Example of an attractive sign and landscaping.

Recommendation No. 13: The Village should acquire the necessary parcels to connect the municipal parking lot on the west side of Wellwood Avenue with the lot north of Hoffman Avenue west of Wellwood Avenue.

The Village maintains a small parking lot on the west side of N. Wellwood Avenue. The roadway through this lot from Wellwood is marked as “one way,” leading vehicles across three privately owned lots to School Street. Since the village is already using these lots as a through route, the Village should purchase all or part of these lots, especially SCTM # 103-10-1-72 which is 0.11 acres, and all or part of SCTM #103-10-1-77.6, and the extreme western part of SCTM #103-10-1-71.



Drivers are led from the small municipal parking lot off North Wellwood Avenue through this lot...



...to this poorly maintained vacant lot adjacent to but fenced off from the municipal parking lot off Hoffman Avenue.

The parts of these lots used for through traffic from the Village parking lot off of Wellwood are poorly maintained. If the Village were to purchase this land, the pavement should be improved and striped for additional parking spaces. This area also is adjacent to the existing municipal lot on W. Hoffman Avenue, and, if acquired by the Village, should be combined with the existing parking lot. This combined parking area would then become the main municipal parking lot serving shoppers to the downtown area. The existing parking lot on W. Hoffman Avenue

would then be better utilized, if vehicles seeking to park are led directly to this lot instead of to a vacant lot.



Vacant lot on School Street that, if purchased by the Village, could be combined with existing municipal parking lot off Wellwood Avenue.

In addition, there is a vacant lot on School Street (SCTM # 103-10-1-79.1) to the northwest of the municipal parking lot off Wellwood Avenue. This lot, if acquired by the Village and an easement granted over lots 67 or 68, could be combined with the existing parking lots to create an even larger consolidated parking lot serving the north end of the business district.

Recommendation No. 14: The Village should re-stripe the parking spaces under the railroad tracks.

As the striping of municipal parking spaces fades, the parking spaces should be re-striped. If the Village desires to expand the commuter-oriented parking facilities under the railroad tracks west of Wellwood Avenue, the parking spaces should be re-striped so that there are more of them between concrete railroad pillars, as was done east of Wellwood Avenue under the railroad tracks. Unmarked areas which are currently used as parking spaces

should be striped. To the far east of the railroad station under the tracks, the head-in parking spaces should be re-striped to accommodate more automobiles. Parking spaces for the disabled should be created in places where such parking is deficient or absent.

Recommendation No. 15: The western commuter parking lot accessible from E. John Street should paved and striped.

The western municipal commuter parking lot is in poor condition and contains no marked parking spaces. The Village should pave and stripe this parking lot, to improve its appearance, efficiency, and safety. The adjacent 0.22 acre lot (SCTM # 103-11-1-13) is presently partially used as a through route for vehicles using the commuter parking lot. This parcel should also be paved for use as part of the municipal commuter parking lot.



The western commuter parking lot has no marked parking spaces and is not in good condition.

Recommendation No. 16: Create a parking plan.

The municipal parking lots in downtown Lindenhurst are disjointed and are not contiguous. A parking plan should be developed that will improve traffic circulation within and between parking areas and pedestrian circulation to commercial establishments from parking areas. A parking plan would consider assembling the existing lots and targeting contiguous parcels for acquisition, swap, or easement. The parking plan should also include recommendations concerning lighting, landscaping, buffering as well as multiple accesses to Wellwood Avenue.

The parking lots at the back of the stores on the west side of Wellwood Avenue do not allow traffic circulation, are in disrepair, and are ugly. Several parcels behind the commercial and residential buildings on the east side of First and School Streets could be assembled for parking, especially since many of these properties are already in a commercially zoned area. A landowner might give the Village an easement to allow public thoroughfare in exchange for the Village maintaining the parking lot. The possibility of creating a parking district to fund such activity should be considered.



Buildings on the east side of First Street, backing onto Wellwood Avenue Stores.

Aesthetics

Business districts that are charming tend to be more successful and attract more leisure shoppers. It is desirable to create a memorable impression to persons who pass through or visit Lindenhurst. Attractive, uniform street scape elements help to define and unify the downtown area. Street scape improvements include upgraded lighting, flowers and shrubbery, sidewalks, street furniture, trash cans, and improved signs.

The Village has already put forth a good effort in providing adequate trash cans and sturdy benches, and installing attractive brickwork along the sidewalks in the downtown area. (The benches face toward the busy, noisy street instead of toward the sidewalk, and might be more effective if turned around to face the sidewalk and storefronts, encouraging personal interaction and offering a view of stores instead of passing traffic). The Village also provides well-tended planters and seasonal decorations. The people in the Village of Lindenhurst have been working to beautify the village and their efforts are visible, but there is still more that should be done.

Visual pollution begins to appear quietly and is almost invisible because it becomes the acceptable norm. It takes various forms, including overhead utility wires, destruction of trees, varied signs, poorly maintained buildings and parking lots, and elevated railroads made of stark concrete. The Village of Lindenhurst must identify areas of visual pollution and take action to eliminate them.



Attractive clock, street lamps and trees in the center of Wellwood Ave. south of Hoffman Ave.

Well-kept trash can in downtown Lindenhurst.



Bench and attractive brickwork on Wellwood Avenue. The benches could function more effectively if they faced inward toward the stores.

Recommendation No. 17: Continue to install attractive streetlights.

Colonial style street lamps have been installed on Wellwood Avenue near the Lindenhurst Village Square (gazebo park), along Hoffman Avenue near Waldbaums, and on Auburn Street as one approaches Waldbaums. The Village should continue installing this same type of street lamp all along Wellwood Avenue in the downtown district. Next, the Village should install the same type of lighting along both sides of Hoffman Avenue east to the social security building and the commuter parking lots, and west as far as Fourth Street. Added streetlights in and near the commuter parking



Attractive street lamp near the center of downtown Lindenhurst.

lots and other parking lots would help improve perceived and actual security.

Improving these street scape elements in highly traveled but more remote areas of the business district such as the railroad station and the social security building will help connect these areas with the heart of the business district.

Recommendation No. 18: Continue to improve landscaping.

Trees and landscaping help to create a beautiful environment. The Village of Lindenhurst has made a concerted effort to maintain and replant existing trees, but additional permanent landscaping within the business district will help to soften the stark appearance of commercial buildings. The presence of overhead utility wires require the asymmetrical pruning of mature trees beneath the wires. Replacement plant material should be chosen with consideration of future pruning, resistance to blight, and ease of maintenance.



The commuter and other municipal parking lots lack attractive landscaping.

The two commuter parking lots should also be improved visually with landscaping. The area between these commuter parking lots and the taxi yard should be buffered with landscaping. Trees should be planted along Hoffman Avenue east of Waldbaums east to the commuter parking lots. Landscaping in this area would not only improve its appearance, but would help connect the railroad station area with the heart of the downtown. Landscaping would also improve the Village parking lot on the north side of Hoffman Avenue, west of North Wellwood Avenue.

Streets that are lined with tall and abundant trees greatly add to a neighborhood's beauty. Where needed, trees should be planted along the streets in both the commercial and residential areas. In addition, curbs along streets help to present a more polished and clean appearance. Where needed, curbs and sidewalks should be installed near the Lindenhurst business district.

Recommendation No. 19: Improve the appearance and function of the elevated railroad.

Ever since Lindenhurst's railroad station was removed from the center of the downtown area, the railroad station has become somewhat disconnected from the downtown. The railroad station and commuter parking are physically and aesthetically segregated from the heart of the downtown area. To serve people who use the railroad, existing Village retailers might be permitted to open kiosks or mini-storefronts under the railroad. This action would help to incorporate the train station back into the commercial heart of the downtown.



The concrete elevated railroad cuts downtown Lindenhurst in two.

The raised concrete railroad track is an unattractive physical and psychological wall that bisects the downtown area. It physically and visually splits the village. Visually, the concrete could be softened with ornamental landscaping, refaced with a fascia consistent with the desired architecture of the downtown, and highlighted with attractive and functional lighting. In this way, this focal point of the downtown area can be more attractive and can give the downtown area more visual identity, in conjunction with the existing attractive gazebo park nearby.



Escalator to elevated railroad platform, used by thousands of travelers each day.



The paved area where Wellwood Avenue meets the railroad.

The area near the center of the business district where the elevated railroad tracks intersect with Wellwood Avenue should be improved. Improving the aesthetics in this area would go a long way toward improving the visual impression of Lindenhurst. A beautiful, noticeable sign should be installed in the center of the downtown area, such as on each side of the railroad overpass, simply saying “Village of Lindenhurst.” Such a sign would add beauty to the area, would clearly identify



A sign reading “Village of Lindenhurst” should be placed over Wellwood Avenue on the concrete railroad structure.

the community to travelers, and would create a sense of place and local pride.

The Village should eliminate the

temporary “do not enter” sign on north W. Hoffman Avenue and replace it with a more attractive concrete traffic control on the ground, and/or a permanent sign. In the same area, both west and east of Wellwood Avenue



This unattractive sign at W. Hoffman Avenue and N. Wellwood Avenue should be replaced.

and further east near the railroad station, the Village should punctuate the paved area near the railroad tracks and install shrubs and/or trees and hardy planted garden areas.

Some of the pavement where pedestrians walk should be replaced with attractive brick pavers similar to the brickwork along Hoffman Avenue adjacent to the Waldbaums lot. This brickwork, if continued eastward to the railroad station building, would not only improve the look of the area but would increase the connection between the downtown area and the train station area.

Recommendation No. 20: Bury the overhead utility wires.

Overhead utility wires can be buried. It is extremely expensive, but an agreement with LIPA might be reached to share the cost of burying the lines when the existing lines need to be replaced. Federal or State downtown enhancement grants could be secured to pay

for house connections. This act would greatly help to eliminate visual pollution and improve the aesthetic quality of the business district.



Utility poles and wires detract from the appearance of the downtown.

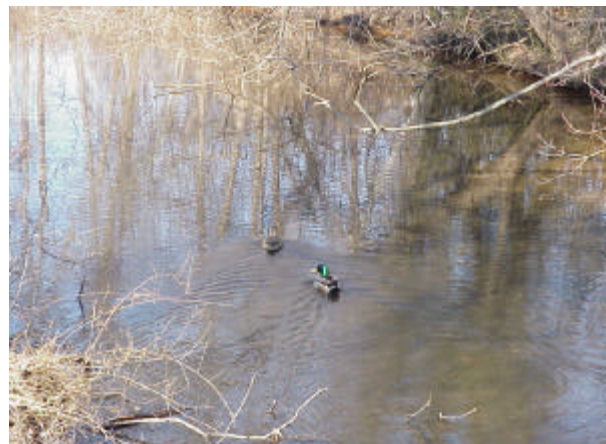
Recommendation No. 21: Create a sign ordinance.

Requiring consistent signage is an inexpensive way to achieve a big impact. The elements of a sign include: shapes and supports, materials, decorative elements, color, illumination and landscaping. A village ordinance or master signage plan could require certain characteristics be fulfilled by all signs in the Village or solely within the downtown district. If a signage plan were implemented, the plan could include an amortization schedule for bringing into conformance, within a certain period of time, all signs not conforming to the proposed plan.

Recommendation No. 22: Create an architectural plan.

Downtown Lindenhurst contains buildings with assorted, nondescript architectural styles. An effort should be made to unify the buildings via some architectural characteristic or consistent theme. Ideally, an architectural plan should be developed for the Village. Consistent signage must be incorporated into the overall plan for the Village. Such a plan should also include recommendations for improving the rear of structures on Wellwood Avenue to improve the stores' appearance for shoppers walking from the municipal parking lots and local neighborhoods, and to permit entrance from the parking lots in the rear. The citizens and shopkeepers of the Village should be included in the determination process as well as all other plans for the village.

Initially, a theme that the Village would like to portray should be determined. The theme could be any combination of: a color, an architectural style, building fascia, railroad-related, or local history-related. A model should be built of the proposed changes and phases of implementation. The completion of each phase should be celebrated as the plan is implemented.



Neguntatogue Creek, between the two commuter parking lots.

Neguntatogue Creek

Neguntatogue Creek flows southward from Fellers Pond through the study area and eventually to the Great South Bay. In most places in the study area, the Creek is overgrown with weeds and trees or runs underground in culverts.



Neguntatogue Creek, as seen from East John Street.

Recommendation No. 23: Restore and beautify the Neguntatogue Creek area northward from the railroad.

This natural resource should be improved and enhanced and the entire creek area should be refurbished to a more natural state. Neguntatogue Creek flows uncovered through the area near the railroad station between the two large municipal parking lots. The area surrounding the creek adjoining the municipal parking lots, and the part of the creek along East Hoffman Avenue, should be beautified, enhanced, and better maintained through buffers and landscaping. The chain link fence by the river along Hoffman Avenue should be removed and replaced with an attractive fence. An attractive bench should also be added in this area near the creek.

The village forefathers had the foresight to



The western commuter parking lot and the edge of Neguntatogue Creek.

acquire some parkland along Neguntatogue Creek around Fellers Pond. South of the park, it is possible to allow the creek to flow exposed and virtually uninterrupted in a corridor southward to Hoffman Avenue. The center median along Heling Boulevard between E. John Street and Byrd Street could be excavated and Neguntatogue Creek could be realigned to flow exposed down the center median of Heling Boulevard. An attractive, visible, shallow streambed would be thereby created. A “creek walk” could be created along this corridor.



Entrance to the western commuter lot off East Hoffman Avenue. Neguntatogue Creek at right.



Unimproved path along Neguntatogue Creek, leading from Hoffman Avenue to the western commuter parking lot.

Pedestrians

The relatively large density of people who live locally are an important factor in Lindenhurst's downtown business district. Lindenhurst's compact nature lends itself to being walker-friendly. Many Lindenhurst residents live close enough to walk to Wellwood or Hoffman Avenues, the railroad station, and to bus stops. Young families may not have the luxury of two automobiles per household and may also require transportation alternatives. Older residents, as they age in place, become less likely to use automobiles.



Despite a few well-marked crosswalks, streets in downtown Lindenhurst are still difficult to cross.

Seniors are also increasingly taking part in passive recreational opportunities such as walking.

The main roads in downtown Lindenhurst are already lined with sidewalks. Lindenhurst also has several well-marked designated crosswalks. Designated walkways require traffic to stop, giving pedestrians the right of way. These designated walkways encourage pedestrian circulation along Wellwood Avenue. However, Wellwood Avenue and Hoffman Avenues are often still difficult to cross on foot.

Recommendation No. 24: Make Lindenhurst walker-friendly.

All sidewalks in the downtown business district should be continuously well-maintained in a safe condition and should always be well-lit. Attractive sidewalks, streetlights, landscaping, and benches in all areas of the business district, including Hoffman Avenue, will improve aesthetics for pedestrians. These improvements will also create a cohesive business district extending to the railroad commuter parking lots, inviting people to walk from those areas to the supermarket and other parts of the downtown business district. The addition of public restrooms and drinking water fountains, and improving and lighting alleyways also help to make an area pedestrian-friendly.

The Town of Huntington and several local non-profit groups have recently begun organizing efforts to make downtown Huntington village more pedestrian-friendly and introducing "smart growth" designs. Improvements such as redesigning and beautifying sidewalks; creating landscaped, attractive, narrower streets to improve traffic flow and pedestrian access; and redesigning

Village of Lindenhurst Downtown Business District Analysis

intersections are in the planning stages. Consultants from the non-profit agency Walkable Communities, Inc. (<http://www.walkable.org>) are working in conjunction with local officials to design and implement these improvements. The Village of Lindenhurst should explore similar possibilities.



Attractive signs and alleys help lead pedestrians from parking areas to shopping areas.

If merchants want to take advantage of increasing numbers of walkers, they should provide delivery services. The more extensive the delivery services, the more likely walkers will walk to the village to shop and have their purchases delivered.



A creek walk could begin and end here at the Village Square.

Recommendation No. 25: Create a creek walk.

A Lindenhurst “creek walk” would include a walking circuit from the Village gazebo along Hoffman Avenue, north along Neguntatogue Creek and Heling Boulevard, around Fellers Pond, and back. This circuit is 3/4 of a mile in length. The creek walk should be paved or finished in a material that is easy to walk, environmentally safe, and easy to maintain. The walkway should be well lit and benches should be situated at reasonable intervals.

The creek walk would expand event and festival opportunities. A weekend Oktoberfest could include a “volksmarch,” a German tradition where an entire community goes for a walk together. All volksmarch participants could receive a medal commemorating completion of the walk, provided by the chamber of commerce, and the medals might be used for discounts at participating merchants in the Village. Participants would receive their medals at the Village gazebo, bringing people right to the heart of the business district. This would be a way to educate residents of the surprisingly close

relative proximity of the business district to the railroad and to Fellers Pond.

Business Improvement District

In response to continued increasing competition from regional malls, new large stores and community shopping centers, several Long Island communities have formed business improvement districts (BIDs) since 1991. A BID is self-taxing, and it uses its funds to promote the community's downtown business district. The business district's merchants are organized and advertised cooperatively, and sometimes the BID's funds are used for security patrols, beautification, and festivals. A BID might also link prospective tenants with economic development officials and real estate brokers. The BID can perform area-specific research on demographics, consumer preferences, and property inventory that the local chamber of commerce generally doesn't delve into.

Recommendation No. 26: Investigate the possibility of creating a business improvement district in downtown Lindenhurst.

Lindenhurst Village should investigate the possibility of creating a business improvement district. If a BID is formed, it should start simply by using funds for basic common services such as cooperative promotion, parking, sidewalk repair, and storefront maintenance. Any local BID and chamber of commerce should aggressively promote downtown Lindenhurst and present the district as a unified entity in marketing efforts. The specialized personal service offered in the downtown area is often not present in shopping centers, and this strength should be stressed in marketing efforts.

Street fairs and community festivals can be part of a successful marketing approach. Festivals can be very successful in introducing non-locals to an attractive downtown area. People will be more likely to return and shop in Lindenhurst if their prior experience was a positive one.

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APPENDIX I

Exact storefront counts, February 2000, downtown Lindenhurst.

Type of Store	Number	Type of Store	Number
<i>Eating and Drinking:</i>		<i>Other Retail (Continued):</i>	
Restaurant	7	Florist	2
Bar	2	Sporting Goods	1
Pizza	3	Religious Items	1
Chinese	3	Hobby/Toy/Game	2
Ice Cream	1	Cosmetics	1
<i>Food Stores:</i>		Tobacco	1
Supermarket	1	Thrift Store	1
Grocery	1	Vacuum	1
Deli	3	Musical Instruments	1
Bakery	3	<i>Non-Retail:</i>	
Candy	1	Barber	3
<i>Building Materials:</i>		Hair Salon	5
Hardware	1	Nail Salon	3
Paint/Wallpaper	1	Fitness	1
Kitchen & Bath	1	Karate	1
<i>General Merchandise:</i>		Dry Cleaner	3
Variety Store	1	Laundromat	2
<i>Apparel:</i>		Shoe Repair	1
Sports Clothing	1	Auto Body	2
Formal Attire	1	Printing	1
<i>Home Furnishings:</i>		Child Party	2
Wicker Furniture	1	Home Health Care	1
<i>Automotive:</i>		Pest Control	1
Gas Station	2	Bank	3
Bicycle Shop	1	Travel	4
<i>Other Retail:</i>		Other Office	2
Drug Store	1	Insurance	3
Cards/Gifts	2	Real Estate	1
Jewelry	3	Accounting	3
		Law	2
		Doctor	9
		Museum	1
		Fire Department	1
		School	2
		Church	2
		Other Religious	2

APPENDIX II

Village-Owned Parking Lots in Downtown Lindenhurst



Lot	Location	Acres	Total marked spaces/ <i>handicapped spaces</i>	Suffolk County Tax Map Number	Comment
A	Off W. Hoffman Ave.	.40	46/ 4	103-10-1-75.1	Parking spaces well marked
B	Off Wellwood Ave.	.25	20/ 2	103-10-1-70	Parking spaces well marked, attractive sign and landscaping at entrance.
C	Off First Street	.40	36/ 2	103-10-3-72 & 78	Relatively new and well maintained
D	Off First Street	.20	20/ 2	103-10-3-67	Relatively new and well maintained
E	Behind Fire House	.20 (est.)	20/ 2	103-10-3-89 & 88 pt	
F	Gazebo Park	.25	09/ 1	103-10-2-75	New, well marked spaces, well maintained
6	Total in Village Lots	1.75 (est.)	151/ 13		

APPENDIX II (Continued)

Metered Parking in downtown Lindenhurst (South of the LIRR)

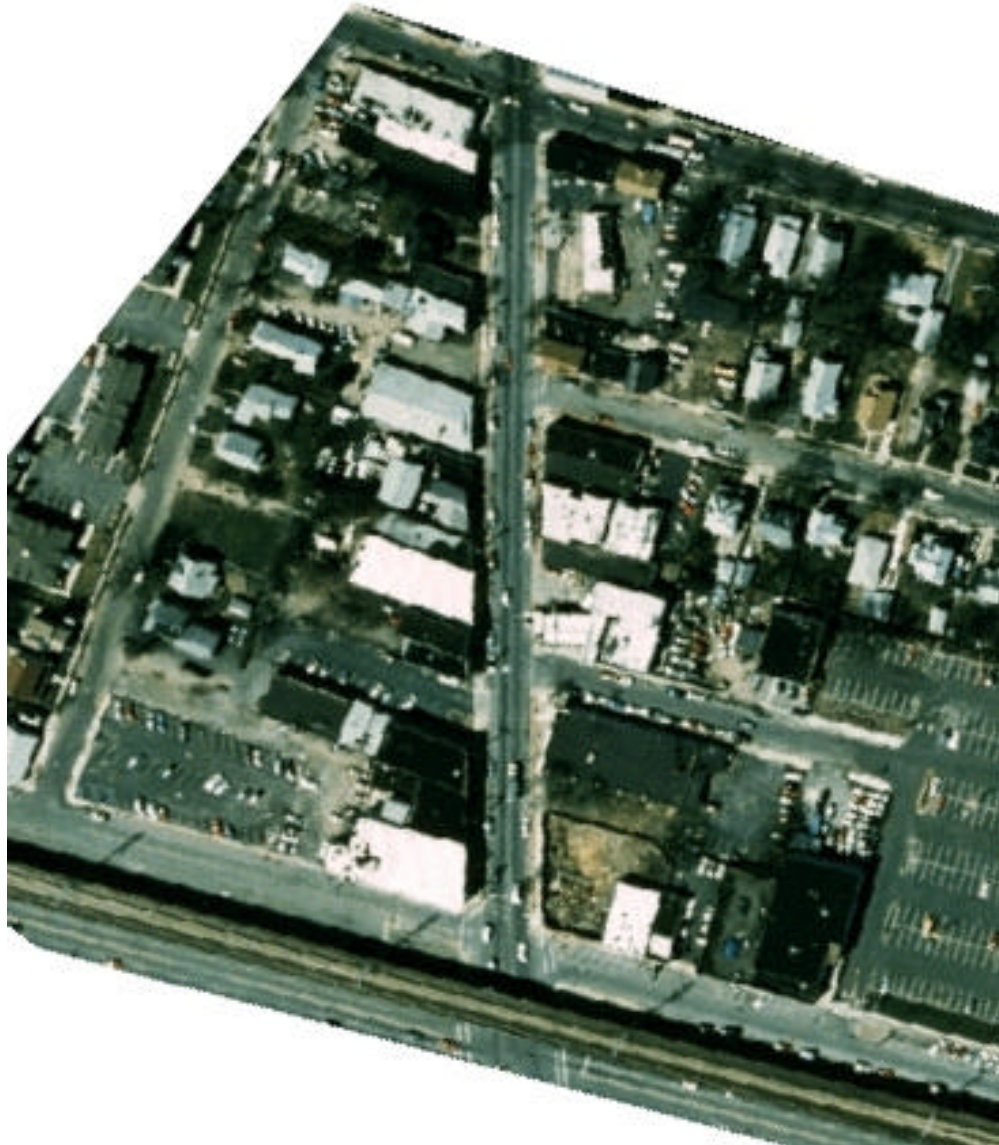
There are 109 metered parking spaces south of the Long Island Rail Road tracks in downtown Lindenhurst.

South of the railroad tracks on the south side of Hoffman Avenue, just west of Wellwood Avenue, there are seven metered parallel parking spaces. On the west side of Wellwood Avenue just south of Hoffman Avenue, there are 10 metered parallel parking spaces. Further south on the west side of Wellwood Avenue, there are 42 head-in metered parking spaces. Further south again, the parking returns to parallel and there are four metered parking spaces on the west side of Wellwood Avenue on the south side of downtown Lindenhurst.

On the east side of Wellwood Avenue, there are six metered parallel parking spaces on the south side of downtown, just north of East Gates Avenue. Further north, there are 33 head-in metered parking spaces, followed by seven metered parallel parking spaces on the east side of Wellwood Avenue near Hoffman Avenue.



Wellwood Avenue south of the LIRR between Hoffman Avenue and Gates Avenue

**APPENDIX II
(Continued)**

Wellwood Avenue north of the LIRR between Hoffman Ave. and John St.

**Metered Parking in downtown Lindenhurst
(North of the LIRR)**

There are 108 metered parking spaces north of the Long Island Rail Road tracks in downtown Lindenhurst.

There are 61 metered parallel parking spaces along Wellwood Ave., 30 on the east side and 31 on the west side. Seven metered parking spaces were noted on Bristol Street.

Eight head-in metered parking spaces are on the north side of Hoffman Ave. east of Wellwood Ave. and 12 metered parallel spaces are west of Wellwood Ave. On the north side of Hoffman Ave., east of Wellwood Ave., there are 20 head-in metered parking spaces with a 24 hour time limit.

APPENDIX II (Continued)

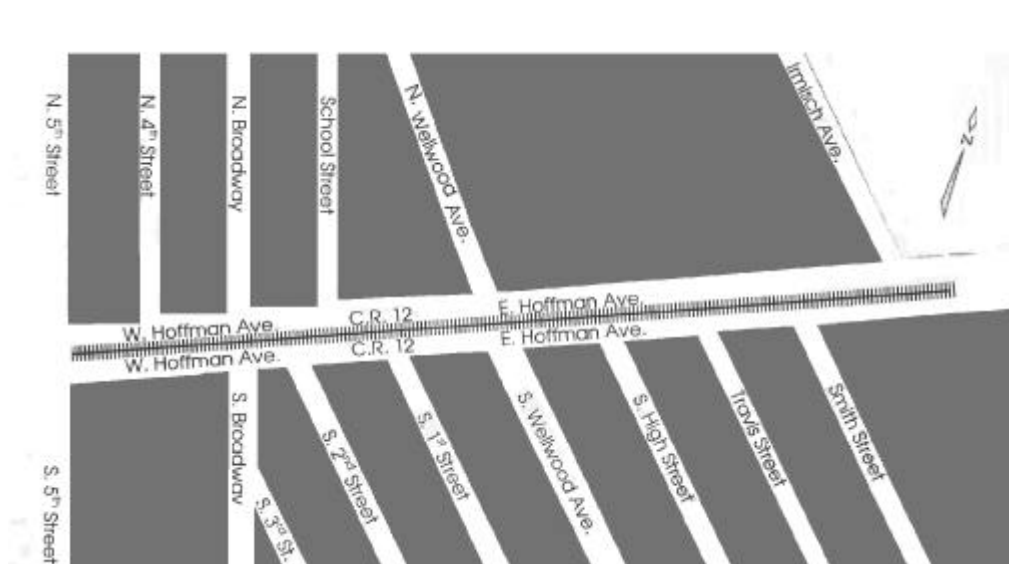
Parking Under the Elevated LIRR Tracks

There are 336 parking spaces under the elevated rail road tracks along Hoffman Ave. in Lindenhurst. Marked spaces number 281 and 45 are unmarked. Ten parking spaces are designated for handicapped use and another ten are reserved for those with police permits.

There are 98 unrestricted, marked parking spaces under the railroad tracks west of Wellwood Avenue and east of Fifth Street. These spaces are more likely to be used by shoppers than commuters since they are located in the downtown at a distance from the railroad station.

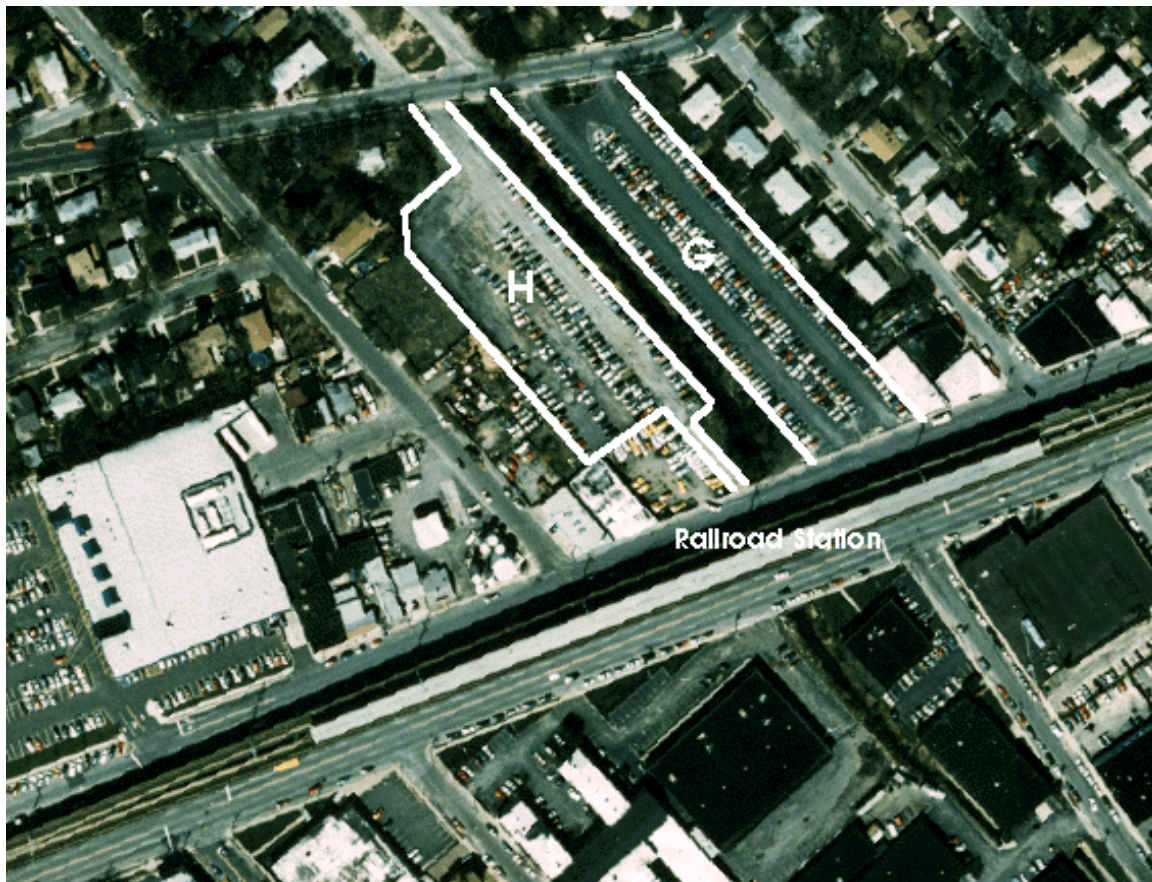
East of Wellwood Ave. and west of Travis St. are 60 marked parking spaces, with no spaces for disabled persons. Space for an additional 12 vehicles in unmarked spaces is used regularly. East of Travis St. under the railroad tracks, are 86 marked parking spaces, including nine reserved for the disabled and 10 reserved for those with police permits. Space for an additional 33 vehicles in unmarked spaces is utilized regularly. Further east under the railroad tracks, there is angled head-in parking specified for residents only and by permit. Here there are parking spaces for 37 vehicles, including one space for the disabled.

Parking under the Elevated Rail Road Tracks			
Location	total marked spaces/ <i>handicapped</i> spaces/ unmarked	Suffolk County Tax Map No.	Comment
Under RR w/oWellwood & e/o Fifth	98	103-10-1-78	Unrestricted
Under RR e/oWellwood & w/o Travis	60/0/12	103-10-2-76	Residents only by permit
Under RR e/o Travis	86/9/33/ +10 police		Residents only by permit
Further east from above	37/1		Angled head in parking specified for residents only by permit.
Total Spaces - 336	281/10/45 +10 police		



APPENDIX II (Continued)

Village-Owned Commuter Parking Lots in Downtown Lindenhurst



The eastern lot (Lot G) is 1.3 acres and is accessible from both Hoffman Ave. and East John St. This lot contains 231 parking spaces, including four disabled spaces. Spaces are well-marked, except for the handicapped spaces, which need repainting. The lot to the west (Lot H) is about 0.7 acres and is accessible only from E. John St. This lot has

no marked spaces but should be able to hold about 200 cars. The lot is in poor condition; some of the lot's surface has been reduced to gravel or compacted earth. A parcel on the northern end of this parking lot (SCTM # 103-11-1-13) is partly used for parking purposes.

Lot	Location	Acres	Total marked spaces/ handicapped spaces	Suffolk Co. Tax Map Number	Comment
G	Accessible from Hoffman Ave. & E. John St.	1.3	231/ 4	103-11-1-31.1	Generally in good repair
H	Accessible from E. John Street	0.7	Approx. 200	103-11-1-12	Not in good condition

APPENDIX II (Continued)

Municipal Parking Utilization

The public parking spaces and lots within the Lindenhurst business district are used to varying degrees. The utilization of all public parking was assessed during the late mornings of a typical midweek in late 1999. The following is a snapshot of parking utilization and does not account for varying occupancy throughout the course of each day.

Utilization of Public Parking, Downtown Lindenhurst, November 1999

Type of Public Parking	Autos	Parking Spaces	Utilization Rate
Village - Metered	114	197	58%
Village Lots	83	151	55%
Village - Subtotal	197	348	57%
Commuter- Under Railroad Tracks	271	281	96%
Commuter - Metered	20	20	100%
Commuter Lots	344	431	80%
Commuter - Subtotal	635	732	87%
Total	832	1,080	77%

Just over three-quarters (77%) of all public parking spaces in downtown Lindenhurst were occupied. The parking spaces geared toward commuters had the highest overall occupancy rate, 87%. The only significant available parking spaces close to the railroad station were in the western (un-stripped) commuter lot. However, a lack of commuter parking does not appear to be a problem currently, especially compared to parking problems at other railroad stations such as Deer Park and Ronkonkoma. There may be a need to expand parking facilities for commuters in the future if occupancy rates climb higher. The other parking spaces serving the downtown district were, on average, 57% occupied. However, occupancies varied

between zero and 100%, depending on the type and location of parking.

Metered Parking - 58% Utilized *South of the Railroad Tracks*

On the west side of Wellwood Avenue just south of Hoffman Avenue, the metered parallel parking spaces were 50% occupied. Further south on the west side of Wellwood Avenue, the head-in metered parking spaces were 76% occupied. Further south again, the parking returns to parallel and the four metered parking spaces were 100% occupied. On the east side of Wellwood Avenue, the six metered parallel parking spaces on the south side of downtown just north of East Gates Avenue were 100% occupied. Further north, the head-in metered parking spaces were 94% occupied, and the seven metered parallel parking spaces on the east side of Wellwood Avenue near Hoffman Avenue were 29% occupied.

North of the Railroad Tracks

North of the railroad tracks, on the north side of Hoffman Avenue east of Wellwood Avenue the eight head-in metered parking spaces were 25% occupied. On the east side of Wellwood Avenue north of the railroad tracks, the metered parallel parking spaces were 43% occupied. The seven metered parking spaces on Bristol Street were 71% occupied. On the west side of Wellwood Avenue, 39% of the metered parallel parking spaces were occupied. On the north side of Hoffman Avenue, west of Wellwood Avenue, the metered parallel parking spaces were 17% occupied. The metered parking south of the railroad tracks on the south side of Hoffman Avenue, just west of Wellwood Avenue, 0% utilized.

Village Lots - 55% Utilized

Lot	Location	Total marked spaces	Utilization
A	Off W. Hoffman Ave.	46	67%
B	Off Wellwood Ave.	20	90%
F	Gazebo Park	9	0%
	North of RR tracks	75	65%
C	Off First Street	36	39%
D	Off First Street	20	20%
E	Behind Fire House	20	80%
	South of RR tracks	76	45%
6	Total in Village Lots	151	55%

North of Railroad Tracks

The 0.4 acre Village parking lot (A) off of W. Hoffman Avenue was 67% full, and the nearby 0.25 acre Village lot (B) off Wellwood Avenue was 90% full. The 0.25 acre “Lindenhurst Village Square” gazebo park (F) on the northeast corner at Wellwood and Hoffman Avenues was completely empty.

South of Railroad Tracks

The 0.4 acre Village parking lot (C) off of First Street south of Hoffman Avenue was 39% full. The small 0.2 acre Village parking lot (D) further south on First Street was just 20% full. The Village parking lot behind the

fire department building (E), accessible from First Street was 80% full.

Commuter: Under Railroad Tracks - 96% Utilized

Under the railroad tracks along Hoffman Avenue east of Wellwood Avenue and west of Travis Street, the parking spaces were 120% full. The percentage is greater than 100% because many cars parked in unmarked parking spaces. East of Travis Street under the railroad tracks, the parking spaces were 135% occupied. Further east under the railroad tracks, the angled head-in parking spaces were 41% occupied.

Commuter: Metered - 100% Utilized

The parking near downtown Lindenhurst which is used primarily by commuters using the Long Island Railroad had a much higher occupancy rate. On the north side of Hoffman Avenue, east of Wellwood Avenue, the 20 head-in metered parking spaces with a 24 hour time limit were 100% occupied.

Commuter Lots - 80% Utilized

Occupancies of the two Village parking lots between East John Street and Hoffman Avenue that serve commuters using the Long Island Railroad were also assessed. The far eastern lot (G) was 97 % occupied. The lot to the west (H) with no marked parking spaces was about 60% occupied.

